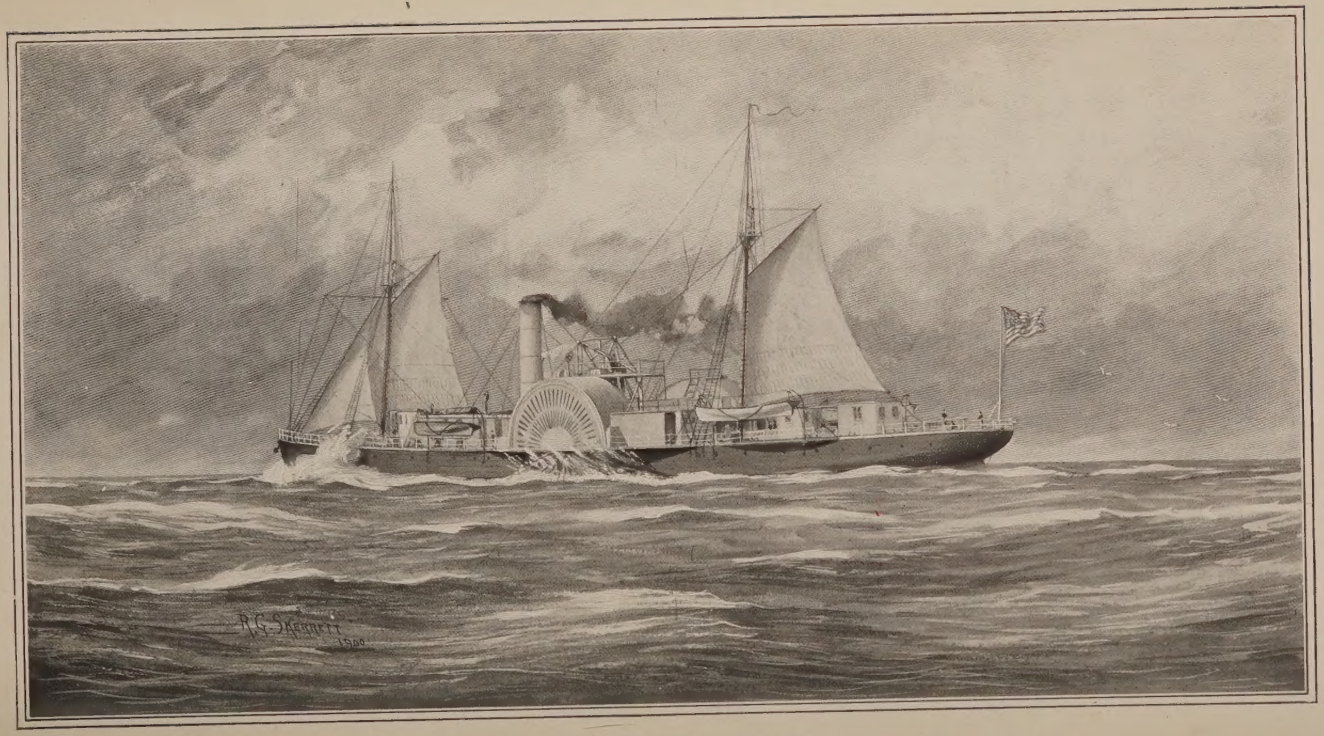

UNITED STATES STEAMER MALVERN.

OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF

The Hon. JOHN D. LONG, Secretary of the Navy,

BY

PROF. EDWARD K. RAWSON, U. S. NAVY,

SUPERINTENDENT NAVAL WAR RECORDS,

COMMANDER GEORGE P. COLVOCORESSES, U. S. NAVY,

AND

MR. CHARLES W. STEWART.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 11.

NORTH ATLANTIC BLOCKADING SQUADRON

FROM OCTOBER 28, 1864, TO FEBRUARY 1, 1865.

WASHINGTON:

GOVERNMENT PRINTING OFFICE.

1900.

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Operations on the Potomac and Rappahannock rivers from December 7, 1861, to July 31, 1865. Operations of the Atlantic Blockading Squadron from April 4 to July 15, 1861.

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PREFACE.

The work of preparing for publication the Official Records of the Union and Confederate navies, which was begun July 7, 1884, was organized under the superintendency of Prof. J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent.

On December 8, 1899, Lieutenant-Commander George P. Colvocoresses, U. S. Navy, was ordered to duty in connection with the compilation and publication of the Records.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections, as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a

special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The tenth volume of the records (Series I, vol. 10), which has recently been published by the Department, gives the operations of the North Atlantic Blockading Squadron from May 6, 1864, to October 27, 1864. The present volume (Series I, vol. 11) gives the operations of this squadron from October 28, 1864, to February 1, 1865.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part, the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

EDWARD K. RAWSON,
GEORGE P. COLVOCORESSES,
CHARLES W. STEWART,
Compilers.

NAVY DEPARTMENT,
Washington, D. C., December, 1900.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1894):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and

Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records, or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861–1865.

Union cruisers.
West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862–1863.
West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863–1864.
Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola Navy Yard.
Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.
Abandonment and destruction of the Norfolk Navy Yard.
Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861–1865.

Potomac Flotilla, under Commander Ward, U. S. N., 1861.
Potomac Flotilla, under Captain Craven, U. S. N., 1861.
Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861–1862.
Potomac Flotilla, under Commodore Harwood, U. S. N., 1862–1863.
Potomac Flotilla, under Commander Parker, U. S. N., 1863–1865.

5. Atlantic Blockading Squadrons, 1861–1865.

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* Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.
* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.
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* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.
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South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861–1863.
* Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.
* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.
South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863–1865.
* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.
Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

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* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

6. Gulf Blockading Squadrons, 1861–1865.

Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861–1862.
* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
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East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862–1864.
East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864–1865.
West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862–1863.
Mortar Flotilla, under Commander Porter, U. S. N., 1862.
Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N.
* Mobile Defenses, under Flag-Officer Randolph, C. S. N.
Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
* Mobile Defenses, under Admiral Buchanan, C. S. N.
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* Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861–1865.

Naval Forces on Western Waters, under Commander Rogers, U. S. N., 1861.
Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861–1862.
* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
* Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
* Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
* Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862–1864.
Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864–1865.
* Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

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* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

UNITED STATES VESSELS OF WAR SERVING IN THE NORTH ATLANTIC BLOCKADING SQUADRON, OCTOBER 28, 1864, to FEBRUARY 1, 1865.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Advance	Fourth	880	Side-wheel steamer	98	4
Agawam	Third	974	do	145	10
Alabama	Third	1,264	do	144	10
Albemarle	Fourth	200	Schooner	22	.....
Alert	Fourth	65	Screw steamer	15	2
Anemone	Fourth	156	do	30	4
Aries	Third	820	do	90	7
Arletta	Fourth	199	Mortar schooner	39	2
Atlanta	Third	1,006	Ironclad steamer	145	4
Augusta	Third	1,310	Side-wheel steamer	162	10
Baltimore	Fourth	500	do	24	2
Banshee	Fourth	533	do	60	3
Bat	Fourth	530	do	82	3
Bazely*	Fourth	55	Screw steamer	12	.....
Belle	Fourth	60	do	24	2
Ben Morgan	Fourth	407	Ordnance ship	35	.....
Berberry	Fourth	163	Screw steamer	35	4
Bignonia	Fourth	321	do	41	3
Britannia	Fourth	495	Side-wheel steamer	75	5
Brooklyn	Second	2,070	Screw steamer	367	26
Cactus	Fourth	176	Side-wheel steamer	32	3
Calypso	Fourth	630	Screw steamer	70	7
Cambridge	Third	858	do	96	10
Canonicus	Third	1,034	Ironclad steamer	85	2
Ceres	Fourth	144	Screw steamer	42	2
Charles Phelps	Fourth	362	Supply ship	23	1
Cherokee	Fourth	606	Screw steamer	92	6
Chicopee	Third	974	Side-wheel steamer	72	10
Chippewa	Fourth	507	Screw steamer	64	6
Clematis	Fourth	296	do	46	3
Clinton	Fourth	50	do	16	.....
Cohasset	Fourth	100	do	12	2
Colorado	First	3,425	do	626	52
Commodore Barney	Fourth	513	Side-wheel steamer	96	7
Commodore Hull	Fourth	376	do	68	6
Commodore Morris	Fourth	532	do	88	6
Commodore Perry	Fourth	513	do	29	6
Crusader	Fourth	545	Screw steamer	79	7
Dacotah	Third	997	Screw sloop	147	8
Dawn	Fourth	391	Screw steamer	60	4
Daylight	Fourth	682	do	57	8
Delaware	Fourth	357	Side-wheel steamer	68	3
Dictator	Second	3,033	Ironclad steamer	174	2
Dumbarton	Fourth	700	Side-wheel steamer	96	4
Emma	Fourth	350	Screw steamer	70	8
Eolus	Fourth	344	Side-wheel steamer	53	3
Eutaw	Third	955	do	135	10

* Same as Picket Boat No. 2 or Beta.

List of United States vessels of war serving in the North Atlantic Blockading Squadron, October 28, 1864, to February 1, 1865—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Fahkee	Fourth	699	Screw steamer	73	3
Florida	Third	1,261	Side-wheel steamer	150	7
Fort Donelson	Third	900	do	137	7
Fort Jackson	Second	1,770	do	194	11
General Putnam *	Fourth	149	do	32	4
Gettysburg	Fourth	726	do	96	7
Glance	Fourth	80	Screw steamer	14	.....
Governor Buckingham	Third	886	do	112	6
Grand Gulf	Third	1,200	do	201	11
Granite	Fourth	75	Sailing sloop	15	1
Harcourt	Fourth	75	Screw steamer	68	.....
Heliotrope	Fourth	238	Side-wheel steamer	24	1
Henry Brinker	Fourth	108	Screw steamer	18	1
Hetzel	Fourth	301	Side-wheel steamer	69	2
Howquah	Fourth	397	Screw steamer	55	4
Hoyt	Fourth	19	do	6	.....
Hunchback	Fourth	517	Side-wheel steamer	99	7
Huron	Fourth	507	Screw steamer	76	6
Iosco	Third	974	Side-wheel steamer	164	10
Isaac N. Seymour	Fourth	133	do	30	2
James Adger	Third	1,151	do	120	9
John L. Lockwood	Fourth	180	do	30	3
Juniata	Second	1,240	Screw steamer	160	10
Kansas	Fourth	593	do	108	8
Keystone State	Third	1,364	Side-wheel steamer	163	10
Lenapee	Third	974	do	147	10
Lilac	Fourth	129	Screw steamer	17	2
Lilian	Fourth	630	Side-wheel steamer	63	2
Little Ada	Fourth	196	Screw steamer	37	2
Louisiana	Fourth	295	do	85	5
Mackinaw	Third	974	Side-wheel steamer	145	10
Mahopac	Fourth	1,034	Ironclad steamer	92	2
Malvern	Fourth	627	Side-wheel steamer	68	3
Maratanza	Third	786	do	111	6
Martin	Fourth	35	Screw steamer	9	.....
Massasoit	Third	974	Side-wheel steamer	141	10
Mattabesett	Third	974	do	145	10
Maumee	Fourth	593	Screw steamer	96	6
Mendota	Third	974	Side-wheel steamer	144	10
Mercedita	Third	776	Screw steamer	121	9
Miami	Third	730	Side-wheel steamer	134	8
Minnesota	First	3,307	Screw frigate	540	48
Moccasin	Fourth	192	Screw steamer	29	3
Mohican	Third	994	do	150	10
Monadnock	Third	1,564	Ironclad steamer	146	4
Montauk	Fourth	844	do	88	4
Montgomery	Third	787	Screw steamer	110	6
Monticello	Fourth	655	do	96	3
Morse	Fourth	513	Side-wheel steamer	78	6
Mount Vernon	Fourth	625	Screw steamer	50	5
Mount Washington	Fourth	500	Side-wheel steamer	40	1

* Indexed in preceding volumes as William G. Putnam.

List of United States vessels of war serving in the North Atlantic Blockading Squadron, October 28, 1864, to February 1, 1865—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Mystic	Fourth	541	Screw steamer	65	7
Nansemond	Fourth	340	Side-wheel steamer	63	4
Nereus	Third	1,244	Screw steamer	164	11
New Berne	Fourth	948	do	92	6
New Ironsides	First	3,486	Ironclad steamer	376	18
Niphon	Fourth	475	Screw steamer	70	9
Nyack	Fourth	593	do	118	8
Onondaga	Second	1,250	Ironclad steamer	130	4
Osceola	Third	974	Side-wheel steamer	145	10
Otsego	Third	974	do	145	10
Pawtuxet	Third	974	do	189	12
Pequot	Fourth	593	Screw steamer	130	12
Phlox	Fourth	317	Side-wheel steamer	32	
Picket Boat No. 1 (Alpha)	Fourth	55	Screw steamer	9	
Picket Boat No. 2 (Beta) *	Fourth	55	do	12	
Picket Boat No. 3 (Gamma)	Fourth	55	do		
Picket Boat No. 4 (Delta)	Fourth	50	do	4	
Picket Boat No. 5 (Epsilon)	Fourth	55	do	10	
Picket Boat No. 6 (Zeta)	Fourth	60	do	5	
Picket Launch No. 3	Fourth				
Picket Launch No. 4	Fourth				
Picket Launch No. 5	Fourth				
Picket Launch No. 6	Fourth				
Pontoosuc	Third	974	Side wheel steamer	181	12
Poppy	Fourth	93	Screw steamer	20	2
Powhatan	First	2,415	Side-wheel steamer	266	18
Quaker City	Second	1,600	do	163	9
R. R. Cuyler	Third	1,202	Screw steamer	154	12
Release	Fourth	327	Bark	85	3
Renshaw	Fourth	80	Schooner		
Republic	Fourth	90	Screw steamer		1
Rhode Island	Second	1,517	Side-wheel steamer	157	12
Roman	Fourth	350	Storeship	9	1
Sabine	Second	1,726	Sailing frigate	328	36
Saco	Fourth	593	Screw steamer	127	12
Saffron	Fourth	73	do	16	1
St. Lawrence	Second	1,726	Sailing frigate	118	12
Samuel Rotan	Fourth	212	Sailing schooner	29	4
Santiago de Cuba	Second	1,567	Side-wheel steamer	143	11
Sassacus	Third	974	do	145	10
Saugus	Third	1,034	Ironclad steamer	81	2
Seneca	Fourth	507	Screw steamer	90	6
Shamrock	Third	974	Side-wheel steamer	160	11
Shawmut	Fourth	593	Screw steamer	35	8
Shenandoah	Second	1,378	do	171	10
Shokokon	Fourth	700	Side-wheel steamer	112	6
Spuyten Duyvil	Fourth	116	Screw steamer	22	
State of Georgia	Third	1,204	Side-wheel steamer	113	8
Stepping Stones	Fourth	226	do	21	5
Susquehanna	First	2,450	do	306	16
Tacony	Third	974	do	145	10
Tallapoosa	Third	974	do	202	10
Ticonderoga	Second	1,533	Screw steamer	163	18

* Known also as Bazely and J. E. Bazely.

List of United States vessels of war serving in the North Atlantic Blockading Squadron, October 28, 1864, to February 1, 1865—Concluded.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Tristram Shandy	Fourth	444	Side-wheel steamer	80	3
Tug Boats Nos. 1 to 6.*					
Tuscarora	Third	997	Screw steamer	172	10
Unadilla	Fourth	507	do	81	6
Unit	Fourth	56	do	20	
Valley City	Fourth	190	do	48	6
Vanderbilt	First	3,360	Side-wheel steamer	209	17
Vicksburg	Third	886	Screw steamer	122	7
Victoria	Fourth	254	do	44	3
Wabash	First	3,274	do	550	46
Western World	Fourth	441	do	29	5
Whitehead	Fourth	139	do	45	4
Wilderness	Fourth	390	Side-wheel steamer	41	4
William Badger	Fourth	334	Sailing ship	29	1
William G. Putnam.†					
Wyalusing	Third	974	Side-wheel steamer	145	14
Wyandotte	Fourth	458	Screw steamer	68	5
Yantic	Fourth	593	do	113	8
Young America	Fourth	173	do	13	2
Young Rover	Fourth	418	do	85	5
Zouave	Fourth	127	do	25	2

* Indexed in this volume as Picket Boats Nos. 1–6.
† Indexed in this volume as General Putnam.

CALENDAR.

1864.

OCTOBER.

Sun.	M.	T.	W.	T.	F.	Sat.
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

NOVEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

DECEMBER.

Sun.	M.	T.	W.	T.	F.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

1865.

JANUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY.

Sun.	M.	T.	W.	T.	F.	Sat.
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

NORTH ATLANTIC BLOCKADING SQUADRON.

FROM OCTOBER 28, 1864, TO FEBRUARY 1, 1865.

NORTH ATLANTIC BLOCKADING SQUADRON.

FROM OCTOBER 28, 1864, TO FEBRUARY 1, 1865.

Letter of the Secretary of the Navy to the President of the United States, regarding delay in the proposed joint attack upon the defenses of Wilmington, N. C.

NAVY DEPARTMENT, *October 28, 1864.*

SIR: You are aware that owing to shoal water at the mouth of the Cape Fear River a purely naval attack can not be undertaken against Wilmington. Had there been water enough for our broadside ships of the *Hartford* class, the naval attacks of New Orleans, Mobile, and Port Royal would have been repeated there. I have, as you are aware, often pressed upon the War Department the importance of capturing Wilmington, and urged upon the military authorities [the necessity] of undertaking a joint operation against the defenses of Cape Fear River, but until recently there never seems to have been a period when that Department was in a condition to entertain the subject.

Two months ago it was arranged that an attack should be made on the 1st of October, but subsequently postponed to the 15th, and the naval force has been ready since the 15th instant, in accordance with that agreement. One hundred and fifty vessels of war now form the North Atlantic Squadron. The command first offered to Rear-Admiral Farragut, but declined by him, has been given to Rear-Admiral Porter. Every other squadron has been depleted and vessels detached from other duty to strengthen this expedition. The vessels are concentrated at Hampton Roads and Beaufort, where they remain, an immense force lying idle, awaiting the movements of the army. The retention of so many vessels from blockade and cruising duty is a most serious injury to the public service, and if the expedition can not go forward for want of troops, I desire to be notified, so that the ships may be relieved and dispersed for other service.

The importance of closing Wilmington is so well understood by you that I refrain from presenting any new arguments. I am aware of the anxiety of yourself and of the disposition of the War Department to render all the aid in its power. The cause of the delay is not from the want of a proper conception of the importance of the subject, but the season for naval coast operations will soon be gone. General Bragg has been sent from Richmond to Wilmington to prepare for the attack, and the autumn weather so favorable for such an expedition is fast passing away. The public expect this attack and the country will be distressed if it be not made; to procrastinate much longer will be to peril its success. Of the obstacles which delay or prevent military cooperation at once, I can not judge, but the delay is becoming exceedingly embarrassing to this Department, and the importance of having the military authorities impressed with the necessity of speedy action has prompted this communication to you.

I have the honor to be, etc.,

GIDEON WELLES,
Secretary of the Navy.

The PRESIDENT.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S. Navy, regarding the fitting of torpedo catchers to the vessels near the obstructions.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, October 28, 1864.

SIR: It is well to be provided against all contingencies. As there is a ferriage across the obstructions for small boats, the rebels may attempt to get torpedoes over and place them under your vessels. You will have torpedo catchers placed on the bow of each vessel now or hereafter lying near the obstructions. This can be best done by rigging out a couple of spars rigged shear fashion, with a cross piece at the end with poles or iron bars running down into the water, the cross pole to be wider than the vessel, and the vertical pieces to extend below the bottom. A rope netting across the vertical poles will make the whole thing complete. I want you to try and blow out a channel on the bar 200 feet wide.

If you can get this done by the time I get back, I will attempt to go up the river. Do not trust too securely to the sunken vessels, but keep the same lookout as if they were not there.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander E. T. NICHOLS,
Commanding Fifth Division, North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Belknap, U. S. Navy, commanding U. S. S. Seneca.

HAMPTON ROADS, *October 28, 1864.*

SIR: You will proceed without delay to your station on the blockade off Wilmington, reporting to the senior officer there.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander GEO. E. BELKNAP,
Commanding Seneca, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Clitz, U. S. Navy, commanding U. S. S. Osceola.

HAMPTON ROADS, *October 28, 1864.*

SIR: You will proceed to sea and resume your station on the blockade off Wilmington, stopping at Beaufort to unload your shells.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. M. B. CLITZ,
Commanding Osceola, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Arey, U. S. Navy, commanding U. S. S. Wilderness.

HAMPTON ROADS, *October 28, 1864.*

SIR: You will proceed and report to senior officer off Eastern Bar [Cape Fear River], for duty on the blockade as a chaser.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Master HENRY AREY,
Commanding U. S. S. Wilderness, Hampton Roads, Virginia.

Capture of the British steamer Lady Sterling, October 28, 1864.

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 5, 1864.

SIR: I have the honor to enclose herewith reports of the capture of the blockade runner *Lady Sterling* by the *Eolus*, *Calypso*, and *Fort Jackson*, on the 28th October, off Wilmington.

The *Lady Sterling* is a fine vessel of 1,000 tons burden, was loaded with 980 bales of cotton, and it was her first trip out.

The prize is now in Beaufort, coaling.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Lundt, U. S. Navy, commanding U. S. S. Eolus.

U. S. S. EOLUS,
Off Western Bar, Cape Fear River, October 29, 1864.

SIR: I have the honor to report to you the capture of the British side-wheel steamer *Lady Sterling* on the 28th of October, while running the blockade out of Wilmington, N. C., at 8:45 p. m. She was sighted by the U. S. S. *Eolus* at 6:10 p. m. coming out over the bar, chased for two hours and thirty-five minutes, and overtaken and captured after a run of about 30 miles to the S. W., no other vessel at that time being in sight excepting the U. S. S. *Calypso*, who assisted in the capture. Along with this I send a complete prize list of the officers and crew attached to the U. S. S. *Eolus* at the time of the capture, claiming a share in the prize steamer *Lady Sterling* and cargo of about 900 bales of cotton.

Very respectfully, your obedient servant,

W. O. LUNDT,
Acting Master, Commanding U. S. S. Eolus.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Stuart, U. S. Navy, commanding U. S. S. Calypso.

U. S. S. CALYPSO,
Off Western Bar, Wilmington, N. C., October 29, 1864.

SIR: I have the honor to report that the steamer *Lady Sterling*, Captain D. Cruikshank, of London, just out of Wilmington, N. C., bound to Nassau, New Providence, was made prize to this vessel, the U. S. S. *Eolus* being present, yesterday evening at 9 o'clock and 45 minutes, Bald Head light-house, distant 40 miles, and bearing N. E., about under the following circumstances:

At 6:30 p. m. yesterday, 28th instant, the *Calypso* being at her station off the Western Bar, a rocket was seen, followed by several others, in the direction of the bar, indicating by their courses that a vessel (runner) was passing seaward, and to the westward: at the same time the reports of several guns were heard; steered a course S. E. to intercept her, the stranger, and at 6:44 p. m. sighted a steamer, it being dark, coming toward us; challenged her, but received no reply. At the same instant she was discovered to be burning black smoke, and had two smokestacks; gave chase at once, and commenced firing at her, she being distant about one-third of a mile. Her course at first was varied, but in a short time her head was put on a S. S. W. course; the *Calypso*, under a full head of steam, in hot pursuit, set all sail, the wind being fresh from W. S. W.; continued firing at the chase, she being a short half mile ahead, but seemingly gaining on us; the night was quite dark and somewhat misty. At 8 p. m. a steamer passed to the eastward of us, evidently, like ourselves, chasing; could not make her out. At 8:35 a large steamer (which I took to be the *Fort Jackson*) passed us, steering to the southward, making the challenge as she passed, which we answered. At this time the chase was directly ahead and plainly in sight. To the eastward of her a steamer showing a bright, continuous light, continued on after the stranger, she changing her course to S. W., W. S. W., and round again to S. S. W. About 9:40 p. m. observed that the chase had put about and was standing in a northerly direction toward us. Immediately closed in on her, and at 9:45, she being broad on our port beam, distant about three hundred yards, under full headway (our head being S. W. by S.) fired three shells at her in quick succession, each taking effect, whereupon her engines were stopped, and after displaying two white lights—indicating that she had surrendered—she commenced blowing off. Immediately after this a steamer, which proved to be the *Eolus*, passed near and spoke us. Just before firing the last three guns at the prize, this steamer, the *Eolus*, was seen to the eastward of us, and the prize, distant about a quarter of a mile, and about the same time a flash was seen and a report of a gun, evidently from the *Eolus*, was heard. In rounding to we passed close by the *Eolus*, when her commander informed me that he would board her, the prize, at once, she (the *Eolus*) being short and easily put about. Ran up alongside of the prize and sent a boat with an officer and crew on board of her, the *Eolus* boarding about the same time. The officer sent from the *Calypso* at once took possession of the vessel and sent her commander and other officers on board of the *Calypso*, agreeably to my instructions.

On boarding the prize, she was found to be on fire forward, and the attention of the officers and men was wholly directed toward extinguishing the flames.

It appeared from the statement of the officers of the prize that one of our first shots (with shell) in the early part of the evening had

entered her hull forward and set fire to the cotton therein stored. Several other shots fired at the same time took effect. The shots last fired each struck the vessel, doing more or less damage.

Captain Cruikshank informed me that all his papers were left on board, and were under lock and key, and that my prize officer had the keys. He further informed me that the vessel had on board about 980 bales of cotton and 3 tons of tobacco.

Every means was employed to get at and stop the fire, which was confined, as above stated, to the forehold.

At daylight this morning, having towed, with the assistance of the *Eolus*, the prize nearly to our anchorage off the Western Bar, we received valuable assistance in putting out the fire from the divisional officer, Captain B. F. Sands, who in person visited the vessel and gave directions. The *Vicksburg*, *Aries*, and *Dumbarton*, whose commanding officers attended in person, also aided; with their aid the flames were subdued. The amount of damage done can not at present be estimated, but it is not supposed to be very great.

A prize officer and crew have been put on board the *Lady Sterling*, with orders to proceed to Boston.

I have forwarded to the prize commissioners all the papers found on board the prize, together with a list of the persons sent in her as witnesses. A copy of the latter is herewith enclosed.

Coin was found on board of her amounting to $3,415, which is in the possession of the prize master.

The *Lady Sterling* is said to register 900 tons, but her capacity is only about 550 tons. She is an iron vessel and apparently well built.

The whole distance run in the chase was about 34 miles.

I am, very respectfully, your obedient servant,

FRED. D. STUART,
Acting Master, Commanding Steamer Calypso.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Captain Sands, U. S. Navy, commanding U. S. S. Fort Jackson.

U. S. S. FORT JACKSON,
Off Western Bar, Wilmington, October 29, 1864.

SIR: I have the pleasure to report to you the capture of the steamer *Lady Sterling*, with 980 bales of cotton, endeavoring to run out of the port of Wilmington at this entrance, by the steamers *Eolus* and *Calypso*, at about 9 o'clock last night. At the same time another vessel made her escape, being chased by the *Dumbarton*, S. by E. down the reef, which the prisoners inform me was the rebel steamer *Chickamauga* (late *Edith*). The rockets first seen were directed westerly, in which direction we, in the *Fort Jackson*, first chased, but seeing rockets sent southerly to the east of us, accompanied by guns, I turned our head in that direction. The guns fired, increasing their distance southerly, and seeing more rockets westerly, I stood W. S. W. under all steam in chase, with black smoke ahead. Coming up with chase, we challenged by lanterns and found it was the *Calypso*, with another vessel near her, with running light, also in chase, and passing the *Calypso*, and seeing nothing of the chase, I left it to those vessels, to return to the bar, where I thought my presence most required, while these vessels were chasing away from it. Soon after having turned, guns were fired in

S. W. direction, showing that our vessels were within range of the runner, and at daylight she was discovered near our anchorage, with the *Eolus* and *Calypso* endeavoring to extinguish a fire in her forehold, caused by shells exploding amongst the cotton. As the *Vicksburg* was to go north for repairs, I send her to convoy this valuable prize to Hampton Roads, stopping at Beaufort for what coal she may require.

Very respectfully, your obedient servant,

B. F. SANDS,
Captain, U. S. Navy, Comdg. Third Division, off Western Bar.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Wells, U. S. Navy.

U. S. S. ARIES,
Off Western Bar, Wilmington, N. C., October 30, 1864.

SIR: I beg leave to send you a list of officers and men attached to this vessel claiming a share in the English steamer *Lady Sterling*, captured by the U. S. steamers *Eolus* and *Calypso* off the coast of North Carolina, near the western entrance of Cape Fear River, while violating the blockade on the night of the 28th of October, 1864. This claim is based on the fact that the *Aries* assisted very materially in capture of the above-named blockade runner, as the following explanation will show, viz: At 6:30 p. m., while cruising on our night station in 4¾ fathoms water, with Bald Head light bearing E. S. E., distant 3 miles, saw guns and rockets fired by a vessel bearing S. E. by E., indicating the presence of a blockade runner steering about W. N. W. and directly toward this ship. Shortly after, the stranger appeared in full view, with the U. S. S. *Eolus* following closely at his heels. I opened fire on the stranger at the short range of about 600 yards, one shot taking effect on his hull. This caused him to sheer off to the southward, which enabled the *Eolus* to close in still nearer, who in turn drove him back to the westward, toward the U. S. S. *Calypso*, which vessel opened fire, driving the stranger to the southward and westward, when the chase commenced on a straight course about S. W., with the *Calypso* on his starboard quarter, the *Eolus* on his port quarter, and this ship nearly astern and gaining rapidly on the chase. All three vessels chased in this manner a short time, when the *Eolus* drew in between this vessel and the chase, thereby obstructing my line of fire, which rendered our presence no longer necessary, as the chase was entirely in the power of the *Eolus* and *Calypso* and his capture certain. I gave up the chase and returned to station, considering it unwise to leave the "key" to the bar wholly unguarded, as the absence of the three vessels necessarily would have done. When I turned back, at about 8 o'clock, the chase and her pursuers were plainly seen by all on board this vessel, and we could easily have been present at the capture, had not our duty called us back to our station. At daylight on the morning of the 29th I discovered the prize to be on fire and her two captors lying near, endeavoring to extinguish it. This was about eight hours after her capture. I sent men and a fire engine to assist. They remained till this morning, when they returned and reported the fire extinguished.

Most respectfully, your obedient servant,

F. S. WELLS,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Rear-Admiral Porter, U. S. Navy.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, November 8, 1864.

SIR: I have examined the *Lady Sterling*. She is a beautiful vessel, and no expense spared on her. She cost $250,000, is new, and wants but little done to her here to make her the finest blockader we have. She made 13 knots with one engine, which she ran out of Wilmington, [N. C.], with; our engineer broke the other. Both cylinder heads are gone, which is the only damage. She goes to New York to morrow under convoy. Her cargo and hull are valued at $700,000. About a hundred bales of cotton were thrown overboard, the vessel having been set fire to by a shell.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Macomb, U. S. Navy, requesting calcium lights for use in the sounds.

U. S. S. SHAMROCK,
Albemarle Sound, October 28, 1864.

ADMIRAL: I learn by General Order No. 6 that blockaders are to be furnished with calcium lights. I would respectfully represent that a light of that kind would be very useful in the sounds of North Carolina, enabling the picket boat at the mouth of the Roanoke River to illuminate that river as far up as the first bend (about half a mile), thus rendering it impossible for the squadron to be surprised by the ram, or by torpedo boats, which the enemy might here employ with great advantage.

I therefore respectfully request that a number of these lights sufficient to effect this object may be forwarded, together with instructions for using them.

Very respectfully,

W. H. MACOMB,
Comdr., Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Letter from A. Berney, to Rear-Admiral Porter, U. S. Navy, requesting his presence in James River to witness experiments with Greek fire.

JERSEY CITY, N. J., *October 29, 1864.*

DEAR SIR: The last of next week I shall fire some 100-pound Greek fire shells, and also throw a stream of fire up at the Army of the James, by orders of General Butler, as there are many strong ironclads at Richmond, Wilmington, [N. C.], Charleston, Savannah, [Ga.], and other places yet, and I believe with the fire they could soon be destroyed.

Can you go up to the army and see the fire thrown? I am satisfied that you will adopt it at once. The machine that will be used can be put on board of any monitor. An early reply will oblige.

Your obedient servant,

A. BERNEY.

Admiral PORTER.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Lowry, U. S. Navy, regarding the exchange of numbers between naval vessels.

HAMPTON ROADS, *October 29, 1864.*

SIR: It will be your duty to make your number on the appearance of any naval or armed vessel on the horizon, and they should do the same. If they do not, bring them to with shot and ascertain what they are, and their character.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander R. B. LOWRY,
Commanding Sabine, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Weaver, U. S. Navy, commanding U. S. S. Chippewa.

HAMPTON ROADS, *October 29, 1864.*

SIR: You will get ten seamen from the *Sabine*, with their accounts, without delay, and proceed with all dispatch to your station off Wilmington, for the purpose of capturing blockade runners.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander A. W. WEAVER,
Commanding Chippewa, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. S. Cambridge.

OCTOBER 29, 1864.

SIR: You will get your vessel ready for sea with all dispatch and proceed with her off Charleston, S. C., and report to Rear-Admiral Dahlgren for duty in the South Atlantic Blockading Squadron.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commmanding North Atlantic Squadron.

Acting Volunteer Lieutenant J. F. NICKELS,
Commanding U. S. S. Cambridge.

Abstract log of the U. S. S. Fort Jackson.

October 29, 1864.—At daylight saw the *Calypso* and *Eolus* in charge of a prize, which proved to be the *Lady Sterling*, on fire. Sent men

and hose on board to assist in putting it out. Made signal to the fleet to do the same. At 6:30 p. m. saw flashes of guns and rockets going in a westerly direction. Stood W. N. W.; saw two steamers to the westward, who challenged us. We answered the challenge with lanterns, both steering to the S. E.; saw a steamer steering to the S. E., which we supposed to be the *Aries*. She hove up a rocket from her quarter-deck in the opposite direction to the way she was going. We saw two steamers to the eastward of Bald Head, one apparently in chase of the other, as she was firing at her and sending up rockets in a southerly direction. We gave chase to the southward. The vessel we took for the *Aries* challenged us, which was answered by us. At 7:10 the *Vicksburg* challenged us; we answered challenge, spoke, and passed her, she firing and sending up rockets. She reported a blockade runner S. by W. Continued the chase. At 7:20 the vessel which we supposed to be the *Aries* commenced burning black smoke and about the same time challenged us, which was answered by us with lanterns. She challenged us the second time and was answered. She then fired at us. While we answered the third time, one shot struck us under the port chains forward, penetrating the side and exploding on orlop deck, tearing bulkhead off paymaster's store room and destroying a portion of the stores. Another struck the quarter-deck; passed through bulwarks overboard. Stopped ship, blew off steam, at the same time showing a lantern over the stern and challenged her with Coston signal, which she answered. At 7:40 hailed the *Aries;* ordered the captain on board. At 8 stood for our station.

Abstract log of the U. S. S. Aries.

October 29, 1864.—Cruising on night station. At 6:30 saw the flash of a gun, followed by a rocket, bearing E. S. E. Went to quarters and stood in the direction indicated by the rocket that the blockade runner was steering. At 7 saw the blockade runner bearing S. E. Fired five shots at her. At 7:20 saw a steamer on our starboard beam; challenged her three times, and got no answer. Fired three shots at her. Then she challenged us with Coston signals. She proved to be the *Fort Jackson*. At 7:50 returned to our station.

Capture of Plymouth, N. C., and its defenses by a naval force commanded by Commander Macomb, U. S. Navy, October 29–November 1, 1864.

Report of Commander Macomb, U. S. Navy, commanding District of the Sounds.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 1, 1864.

SIR: I have the honor to report that on the 31st ultimo I took the batteries at this place and now hold them.

The *Shamrock*, *Chicopee*, *Otsego*, *Wyalusing*, *Tacony*, *Commodore Hull*, *Valley City*, and *Whitehead* were engaged.

We have a large quantity of ordnance stores and twenty cannon. I will report in detail without delay.

Very respectfully,

W. L. MACOMB,
Comdr., Comdg. District of the Sounds, North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 11, 1864.

SIR: I have the honor to enclose you the report of Commander W. H. Macomb in relation to the capture of the batteries and town of Plymouth, N. C., which place, with all its defenses, was captured from our land forces some time last spring.

This was a very gallant affair, and reflects great credit on the commander of the expedition and all concerned. It is a handsome finishing stroke, after the blowing up of the ram.

The fruits of this capture are 22 cannon, 37 prisoners, 200 stand of arms, and more being picked up daily.

The flags of the fort and of the *Albemarle* and a large amount of ammunition were also taken.

If I can not raise the ram, I will completely destroy her, after saving her guns.

I have directed all the guns at Plymouth to be dismounted and sent away, and can hold it with one or two gunboats.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Commander Macomb, U. S. Navy, commanding District of the Sounds.

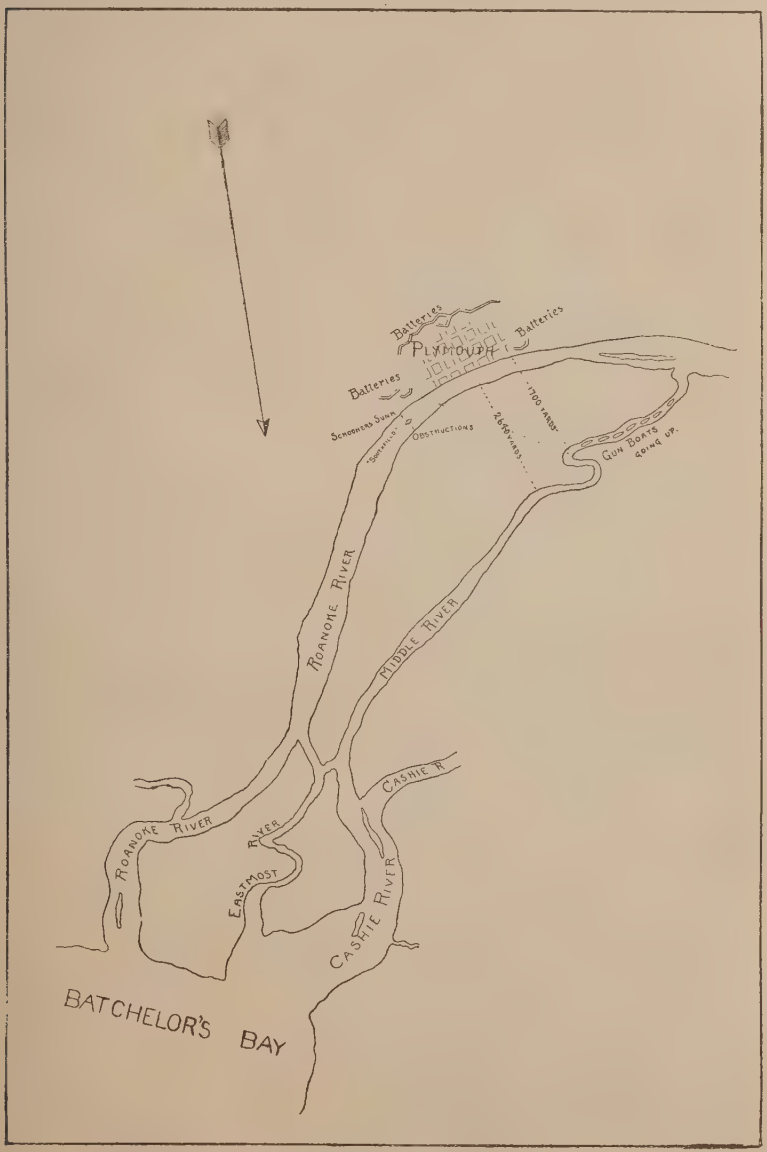
U. S. S. SHAMROCK,
Off Plymouth, N. C., November 1, 1864.

ADMIRAL: I have the honor to report that on the 31st ultimo I captured the enemy's batteries at Plymouth, N. C., and the ordnance and ordnance stores at that place, some prisoners, and a quantity of provisions. The following is an account of the action:

After the return of Lieutenant W. B. Cushing from his expedition to blow up the *Albemarle*, at Plymouth, I determined to make an attack on the batteries defending that town. Accordingly, on the 29th ultimo, the vessels under my command at that time in Albemarle Sound got underway at about 11:15 a. m. and proceeded up the Roanoke River in the following order: *Commodore Hull*, *Shamrock*, *Chicopee*, *Otsego*, *Wyalusing*, and *Tacony*, the *Valley City* being sent at the same time up the Middle River (which joins the Roanoke above Plymouth) in order to cut off any vessels or stores which the enemy might attempt to carry out in that direction. At about 12 m. we came within range of the lower batteries protecting the town, upon which we opened fire, which was returned. We continued to advance to within a mile of the works, when we discovered that the channel was obstructed at a point opposite the batteries by two schooners sunk one on each side of the wreck of the *Southfield*, which, together, formed a barrier which could only have been passed with great danger, if at all. I therefore made signal to return, which was accordingly done, and the vessels ran out of the river at 2 p. m. with the exception of the *Valley City*, which vessel having heard the firing commence and cease, and supposing that we had won the day, ran down the Roanoke to within a short distance of Plymouth, where she was fired on, and then returned, arriving in the sound at about 10 p. m.

On the morning of the 30th ultimo, having been informed that there was sufficient water in the Middle River, I determined to blockade the

enemy at Plymouth by going up that river and gaining the Roanoke above the town, knowing that the rebels had no more vessels to sink in the channel, and consequently that I should have only the batteries to



contend against should I advance from that direction. I got underway in the *Shamrock*, following the tug *Bazely*, Acting Ensign M. D. Ames commanding, having on board the pilot of the *Wyalusing*, Mr. Alfred

Everett, and followed by the *Otsego*, *Wyalusing*, *Tacony*, and *Commodore Hull* in the order in which their names are mentioned. The *Chicopee* and *Valley City* were not present, the former having been sent by me the night before to New Berne for repairs, and the latter being on her way to Hampton Roads with Lieutenant W. B. Cushing and his dispatches, both having started before I had decided on ascending the Middle River. By the good piloting of Mr. Everett the vessels got safely through into the Roanoke River at about 4 p. m. I left the *Commodore Hull* in the Middle River to prevent the enemy from laying torpedoes there. On our way through the Middle River we fired, by compass courses, over the woods at Plymouth, at distances varying from 2,640 to 1,700 yards, and I have since learned that our fire at that time was very effective.

It was late in the afternoon when we arrived in the Roanoke, owing to the extreme narrowness and short curves of the Middle River, but to prevent the enemy from blockading the river or putting torpedoes in the channel I dropped to within short range for the 100-pounder Parrotts and shelled him for an hour or so. Early in the morning of the 31st ultimo, having determined on attacking the batteries, I sent a tug for the *Commodore Hull* and commenced preparations for the action. At about 8 a. m. the *Commodore Hull* arrived, and I stationed her at the head of the line as before, on account of her ability to fire directly ahead. At about 9 a. m. the U. S. S. *Whitehead* came up the Middle River with stores for the vessels in Albemarle Sound from the naval depot at New Berne. As her 100-pounder Parrott had been taken out, I had her lashed alongside the *Tacony*, the *Bazely* being lashed to the *Shamrock* and the *Belle* to the *Otsego* (all on the port side) to keep the vessels in motion in case their engines should be damaged. We also had steam blown off the starboard boilers of all the double-enders, the fires banked very low beneath them, and the stop valve between the two boilers of each ship closed; so that there was no steam in the starboard boilers, but the water in them being warm, it could be got up in a short time. At 9:30 a. m., the vessels being in line, I signalized to the *Commodore Hull* to run ahead and reconnoiter and ascertain if the channel was clear. She reported all right, and I got underway, signaling the other vessels to follow in close order. The enemy opened fire as soon as we came within range and kept up a constant and very heavy fire, directed principally against the *Commodore Hull* and the *Shamrock*. As I neared the batteries I gave the order, "Go ahead fast," and we were soon directly opposite the enemy's guns, when he was driven from his rifle pits and fieldpieces by grape and canister from the ships, which we poured in very heavily. The batteries still held out, though their fire began to be wild, but as the *Shamrock* passed them one of her shells exploded in their magazine, which blew up with great force, some of the fragments falling on our decks. This evidently caused a panic among the rebels, for from that time their fire slackened and at length ceased altogether. I then made signal to cease firing, and then to land and take possession of the batteries, which was done without resistance. A party from this ship under Lieutenant Duer marched into the lower works (we having by this time passed the town and arrived opposite them), took about a dozen prisoners, and spiked the guns to prevent the enemy from firing on the vessels should they return to their batteries.

It gives me great gratification to bring to the notice of the Department the gallant and intelligent conduct of all the commanding officers engaged, viz, Lieutenant-Commander H. N. T. Arnold, *Otsego;* Lieutenant-Commander Earl English, *Wyalusing;* Lieutenant-Commander W. T. Truxtun, *Tacony;* Acting Master Francis Josselyn, *Commodore*

Hull; Acting Master James G. Green, tug *Belle;* Acting Master G. W. Barrett, *Whitehead;* and Acting Ensign M. D. Ames, tug *Bazely*, who worked and fought their ships admirably, preserving the order of battle under a very severe fire, and pouring into the rebel works, rifle pits, and the town a tremendous fire of all kinds of projectiles. I think promotion would be but justice to these gallant officers, who certainly deserve the honorable notice of the Government. I wish particularly to bring before the Department the conduct of Acting Master Francis Josselyn, of the *Commodore Hull*, who worked his ship and battery to the admiration of all who saw him, and also that of Acting Master G. W. Barrett, of the *Whitehead*, whom I sent on board the *Commodore Hull* to pilot us through the obstructions on account of his knowledge of the river, and who acquitted himself in his usual fine style. These two deserve particular notice from the fact that the *Commodore Hull* was the leading ship, and on her the first and heaviest fire of the enemy was directed. I would also respectfully recommend for promotion the pilots of the ships engaged.

We captured 37 prisoners, 22 cannon, and a large quantity of ordnance stores, the exact amount of which I am unable to give at present, nearly 200 stand of arms (more are being picked up all the time), the ram *Albemarle* sunk at the wharf with everything on board, and the colors of the batteries and the ironclad.

For the part which each vessel took in the action, I must refer you to the reports of the different commanding officers, which I will forward as they are received. As commanding officer of the *Shamrock*, it becomes my duty to testify to the gallant behavior of the officers, crew, and marines of this vessel. The engineer's department, under Second Assistant Engineer William H. Harrison, was very efficient. The different divisions were worked remarkably well, and the guns were worked in the most spirited and effective manner, for which I am in a great measure [indebted] to Lieutenant R. K. Duer, executive officer, and the officers of the divisions. Acting Assistant Paymaster Louis Sands, and H. A. Macomb, captain's clerk, were with me on the hurricane deck during the engagement and rendered good service as aids, the latter acting as signal officer.

I am much indebted to Colonel D. W. Wardrop, commanding Sub-Division of Albemarle, who, anticipating our requirements, arrived here with 160 men from Roanoke Island to assist in garrisoning the works which we had captured.

I am, sir, respectfully, your obedient servant,

W. H. Macomb,
Comdr., Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.

Not being aware of the admiral's whereabouts, I have forwarded this direct and will send the original to him when I hear where he is.

Report of Lieutenant Duer, U. S. Navy, U. S. S. Shamrock.

U. S. S. Shamrock,
Off Plymouth, N. C., November 2, 1864.

Sir: The damage to this ship in the engagement of October 31 is as follows:

One grapeshot starboard bow, 6 feet from water line, struck and glanced, slightly denting wood.

One shot starboard bow, 4 feet from water line, struck and glanced, crushing and splintering the wood through, 36 inches long 6 inches wide.

One shell exploded over the ship abreast of foremast, a piece striking the fore-topmast on port side, cutting out a piece about 24 inches long.

One shell exploded forward of starboard wheel, several pieces entering upper part of guard and wheelhouse and cutting hurricane deck awning, used as a barricade.

One shot (32-pounder) struck forward knee of hurricane deck, starboard side, passing through starboard bulkhead of crank room, carrying away hand rail, through forward and after bulkheads of galley room, through coppers, out port bulkhead of valve room, carrying away half the bulkhead, struck spirketing of after pivot port, port side, crushing the wood, bending and breaking the braces and hinges of two after ports, glanced, splintered forward end of port hammock netting, and went overboard.

One shot struck under guard, crushing the wood (15 by 4 inches) glanced, passed through iron knee of outboard bearing, cutting iron rim of wheel and injuring some of the paddle boards.

One shot struck inside on port quarter, passed through side, tearing off and bending iron plate on outside.

Total number of hits, six.

Respectfully submitted.

RUFUS K. DUER,
Lieutenant and Executive Officer.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds.

Report of Second Assistant Engineer Harrison, U. S. Navy, U. S. S. Shamrock.

U. S. S. SHAMROCK,
Plymouth, N. C., November 8, 1864.

SIR: I have to report the following injuries received in the engineer's department during the action of October 30 and 31, viz: Outside rim of starboard wheel bent by running upon the bank during the passage up Middle River, and cut by a shot from one of the rebel batteries at this place.

One shot hole, 7½ inches diameter, through forward rib of the cast-iron bracket supporting starboard outboard pillow block. Hand rail of starboard side of crank gallery destroyed, and the gallery plate broken by a raking shot through upper part of engine room. Guard beam of port wheelhouse stove in and broken completely off.

These damages, with exception of the wheel, have been temporarily repaired and the engine continues to do good service.

I am, sir, with respect, your obedient servant,

WM. H. HARRISON,
Second Assistant and Senior Engineer.

Commander W. H. MACOMB, U. S. Navy,
Commanding U. S. S. Shamrock.

Report of Acting Assistant Surgeon Barton, U. S. Navy, U. S. S. Shamrock.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 2, 1864.

SIR: I herewith transmit an account of the casualties on board this vessel during the engagement with the rebel batteries at Plymouth, N. C., on the 31st of October, 1864:

Killed.

Samuel Champs, seaman, by grapeshot through right lung.

John Williams, seaman, by Minié ball through right side, coming out left hip.

Total killed, 2.

Wounded.

William H. Harrison, second assistant engineer, contusion left arm; head and neck, slightly.

William Bowles, landsman, left eye lost by shell; wound in left thigh by shell; right wrist by Minié ball, slightly; right middle finger by splinters, slightly.

John Potter, seaman, contusions on right shoulder, slightly.

George W. Williams, landsman, contusion by splinters on right breast and left thigh and leg, slightly.

Towndron Doty, landsman, shell wound through calf right leg, severely; forehead, left eye, and nose lacerated by splinters, severely; right wrist by shell, slightly.

James B. Sparks, landsman, had left eye knocked entirely out, accidently, by an oar in the hands of another man immediately after the surrender of the rebel batteries; he is doing well.

Total wounded, 6.

I am, very respectfully, your obedient servant,

PHILIP H. BARTON,
Acting Assistant Surgeon, U. S. Navy.

Commander WM. H. MACOMB,
Commanding U. S. S. Shamrock.

Report of Lieutenant-Commander Arnold, U. S. Navy, commanding U. S. S. Otsego.

U. S. S. OTSEGO,
Off Plymouth, N. C., November 2, 1864.

SIR: I respectfully submit the following report of the part taken by this vessel in the capture of Plymouth, from the 29th ultimo to the 31st, inclusive.

At 11 a. m., on the 29th ultimo, got underway by signal and took position in line of battle, and following the *Shamrock* and *Chicopee* proceeded up the Roanoke River toward Plymouth to assist in the attack upon that place. About 11:30 a. m. the enemy's lower battery opened fire on the division, which we returned as well as the position of the leading vessels would permit, but with what effect I am unable to say.

Obstructions being discovered in the river, and torpedoes suspected, signal was made to retire, which I did, in company with the other vessels of the division, and anchored at the mouth of the Roanoke River about 2:15 p. m.

On Sunday, 30th ultimo, got underway by signal, in company with the other vessels of the division, and took position in line of battle, following the *Shamrock* up Middle River to assist again in the attack upon Plymouth, and on reaching a point about 2,600 yards distant from that place commenced firing shot and shell by cross bearings over the land into the town, but with what effect I can not state, continuing it as we ascended the river at intervals until 3 p. m., when we ceased

firing, and at 4:30 anchored in Roanoke River, about 2 miles distant from Plymouth. At 6:20 got underway, in company with the division, and took position about a mile and a quarter from Plymouth, and bombarded the town; continuing to do so, with no reply from the enemy, until 7:30 p. m., when, by your order, we fell back out of range of the enemy's guns and anchored for the night.

On Monday, 31st ultimo, at 7 a. m., got underway in company with the other vessels of the division, having the tug *Belle* lashed to our port quarter, and proceeded down the Roanoke to the attack, and at 11:30 opened fire at the distance of about a mile on the enemy's works, which consisted of forts, rifle pits, etc., and continued firing rapidly and effectively until 12:25 p. m., when, by signal, we ceased firing, the enemy having abandoned his work, and retreated with the greatest precipitancy, after which we anchored off the town.

I am happy to say that this vessel and crew escaped uninjured, the enemy's projectiles either passing over us or falling short.

At the fourth discharge I lost the services of a 100 pounder rifle, in consequence of the elevating screw bending, and of a 20-pounder rifle, on account of the bed breaking. Another screw was substituted for the former, which was broken at the fifth discharge, thereby rendering the gun incapable of further service during the action.

I take great pleasure in testifying to the cool and gallant conduct displayed by the officers, sailors, and marines during the fight.

Acting Master P. J. Hargous, of the *Shamrock*, who volunteered to act as my executive officer, was of the greatest service to me during the engagement. I would recommend him to your especial notice.

The precaution taken by Acting First Assistant Engineer Samuel C. Midlam (in charge of this vessel's engine) to meet any mishap that might have occurred to her boilers and engine, merits my approbation; and the prompt manner in which the whole engineer corps performed its duty during the engagement was most satisfactory and creditable to it. The following is a list of the officers of this vessel, all of whom performed their several duties with zeal and gallantry:

Acting Ensign T. G. Hale, commanding first division; Acting Ensign J. P. Gallagher, commanding second division; Acting Ensign William H. McLean, commanding third division; Acting Master's Mate L. A. Kent, commanding fourth division; Acting Master's Mate Stephen A. Abbott, commanding fifth division; Acting Master's Mate Franklin Stedman, Paymaster's Clerk Robert T. Houston, First Assistant Engineer Samuel C. Midlam, Second Assistant Engineer William Otley, Third Assistants John Reilley, Albert F. Beyse, and Levi W. Lord; Acting Assistant Surgeon G. C. Raynolds, Pilot John Lewis.

The following is a list of the ammunition expended during the engagement, viz:

100-pounder Parrott:	
Solid shot	1
Percussion shell	26
15-second fuze, naval time	11
15-second fuze, naval time	10
5 second fuze, naval time	14
5-second fuze, shrapnel	2
Dahlgren IX-inch:	
10-second fuze shell	1
5-second fuze shell	6
Rounds grape	22
Rounds canister	5
5-second shrapnel	2
24-pounder Dahlgren, smoothbore:	
5-second fuze shell	10
5-second shrapnel	10

24-pounder Dahlgren rifle, percussion shell	39
Plymouth rifle charges	300
Carbine charges	230
Revolver charges	248
Boxes primers	10
Revolver caps	260

I am, very respectfully, your obedient servant,

H. N. T. ARNOLD,
Lieutenant-Commander, Commanding U. S. S. Otsego.

Commander WM. H. MACOMB,
Comdg. Division of Sounds, North Atlantic Blockading Squadron.

Report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Wyalusing.

U. S. S. WYALUSING,
Off Plymouth, N. C., October 31, 1864.

SIR: I have the honor to make the following report of the part taken by this vessel in the attack on and subsequent capture of Plymouth:

I got underway on the morning of the 29th instant, took the position assigned this vessel in line of battle, and proceeded up the Roanoke in company with the fleet to within a short distance of obstructions across the river abreast of the *Southfield*. Finding it impossible to pass them, or to injure the enemy at that distance, after throwing a few shell I retired, in obedience to general signal, and anchored off the mouth of the river. At 12:10 p. m. on the 30th I again got underway in company with the fleet, stood up the Middle River, and when abreast of the town commenced to throw shell into it over the woods, which I continued so doing as long as the battery could be brought to bear. At 5:20 p. m. anchored in line in the Roanoke about 2 miles above the town. At 11 a. m. of the 31st instant, in obedience to general signal from the flagship, I got underway, took the position assigned this vessel in line, and proceeded down toward the enemy's forts defending the town. We opened on the batteries as they came within range and for a few minutes the action was most spirited. It was evident, however, that nothing could long stand the perfect shower that was being poured into their works. The position this vessel occupied when the enemy deserted the forts commanded the main road leading to Washington, [N. C.], and as they took this road I continued to shell them in hopes, if possible, to more thoroughly disorganize and force them to throw away their arms, which I think had the desired effect, from the number that have been picked up since.

I am happy to state that there were no casualties of any kind on board. The vessel is not injured in any manner, and is in as good fighting condition as when she entered the engagement. The boats are more or less injured from the concussion of our own guns. The conduct of the officers and crew was most praiseworthy, and where all did their duty I can not specify any individually, except it may be Acting Master [William R.] Hathaway and Acting Ensign [L. H.] Fossett, who were the first to enter Fort Williams, one of their strongest works, where they captured three prisoners and planted the flag.

In conclusion, I can not refrain from mentioning the handsome manner in which the engine was worked, under the supervision of Chief Engineer H. H. Stewart, through the whole engagement, and likewise on the day previous, while passing the narrow bends in Middle River.

Enclosed I send the gunner's report of the amount of ammunition expended on the 30th and 31st of October.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander.

Commander W. H. MACOMB,
Comdg. District of Sounds of North Carolina, off Plymouth, N. C.

[Enclosure.]

U. S. S. WYALUSING,
Off Plymouth, N. C., October 31, 1864.

SIR: I have the honor to report the following as the amount of ammunition expended by this vessel on the 30th and 31st of October, during the shelling of Plymouth:

Expenditure on October 30.

100-pounder rifle:	
10-pound charges	41
Shell (percussion)	20
Shell (time fuze)	21
12-pounder rifle:	
Shell (percussion)	10
1-pound charges	10
Primers (percussion)	100

Expenditure on October 31.

100-pounder rifle:	
10-pound charges	59
Shell (percussion)	21
Shell (time fuze)	39
IX-inch guns:	
10-pound charges	118
Shell	48
Shrapnel	22
Grape (stand)	28
Canister	20
24-pounder howitzer:	
Shrapnel	27
Shell	20
Canister	9
12-pounder howitzer:	
Shrapnel	27
Shell	9
Canister	9
12-pounder rifle:	
Shell (time fuze)	30
Shell (percussion)	20
Primers (percussion)	400
Primers (friction)	100

Respectfully submitted.

THOMAS CARPENTER,
Acting Gunner.

Lieutenant-Commander EARL ENGLISH,
Commanding U. S. S. Wyalusing, off Plymouth, N. C.

Additional report of Lieutenant-Commander English, U. S. Navy, commanding U. S. S. Wyalusing.

U. S. GUNBOAT WYALUSING,
Off Plymouth, [N. C.], November 1, 1864.

SIR: I send you three rebel prisoners, captured on shore by my executive officer. One is the paymaster's steward of the rebel ram. I retain

one other, who was wounded and had his arm amputated on board this vessel.

I am, yours, truly,

EARL ENGLISH,
Lieutenant-Commander.

Captain MACOMB.

The paymaster's steward thinks there were all of 3,500 men in the place at the time of our attack.

E. E.

Report of Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Tacony.

U. S. S. TACONY,
Plymouth, N. C., November 1, 1864.

SIR: I have to report that in obedience to signal made from the flagship at 10:35 a. m., on the 31st ultimo, I got underway and took position with this vessel in line of battle astern of the *Otsego* (with the U. S. S. *Whitehead* lashed to our port quarter), being the fourth vessel in line.

Stood slowly down the Roanoke River till 11:30 a. m., when we opened on the batteries and rifle pits surrounding the town of Plymouth, N. C., with our starboard battery, which consisted of two XI-inch, three IX-inch guns, two 12-pounder and one 24-pounder howitzers.

Continued heavily engaged till 12:40 p. m., when we ceased firing by your order.

During the engagement the officers manifested the most commendable zeal, while the crew distinguished themselves by a display of coolness, which, considering the fact that it was the first time the greater proportion of them had ever been under fire, was truly astonishing.

I am happy in having to report no casualties—not a man scratched.

I beg leave to make particular mention of Acting Master's Mate F. W. Worstell, who, with Martin Howard (landsman), James Tallentine (quarter gunner), Robert Graham (landsman), Henry Brutche (landsman), landed and spiked a loaded IX-inch gun under quite a sharp fire of musketry.

After anchoring abreast the wreck of the rebel ram *Albemarle*, Acting Ensign Rudolph [S.] Sommers, raised and destroyed two torpedoes. I also have on board one brass fieldpiece and three copper percussion torpedoes.

One shell cut away the port fore-topmast backstay just above the rail, and a second, a 20-pounder Parrott, passed through the foremast about 25 feet above the deck; this, with some shattering of the starboard boats, caused by the explosion of one of our guns, constitutes all the damage done to the ship. I herewith report her in all respects ready for immediate service.

The engineers' department, under its very efficient chief, First Assistant Engineer Thomas M. Dukehart, performed its duties in the most satisfactory manner.

In conclusion, I deem it proper to commend to your favorable notice Acting Master Nathaniel S. Morgan, the executive officer of this vessel, who has at all times so ably seconded me in the duties of my command.

I enclose herewith the gunner's report of ammunition expended.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Commander W. H. MACOMB,
Commanding Division of the Sounds, Plymouth, N. C.

[Enclosure.]

U. S. S. TACONY,
Plymouth, N. C., November 1, 1864.

SIR: I beg leave herewith to submit a statement of shot, shell, etc., expended on the 31st ultimo, during the engagement before Plymouth, N. C., viz:

5-second XI-inch shell	19
10-second XI-inch shell	12
15-second XI-inch shell	3
Shrapnel, XI-inch	11
Canister, XI-inch	8
Grape, XI-inch	14
5-second IX-inch shell	24
10-second IX-inch shell	12
Shrapnel, IX inch	5
Grape, IX-inch	13
Canister, IX-inch	12
24-pounder howitzer canister	8
24-pounder howitzer shrapnel	22
12-pounder howitzer canister	25
12-pounder howitzer shrapnel	49

Very respectfully, your obedient servant,

ROBERT CAMPBELL,
Acting Gunner.

Lieutenant-Commander W. T. TRUXTUN,
Commanding U. S. S. Tacony, Plymouth, N. C.

Report of Acting Master Josselyn, U. S. Navy, commanding U. S. S. Commodore Hull.

U. S. S. COMMODORE HULL,
Plymouth, N. C., November 1, 1864.

SIR: I have the honor to report the part taken by this vessel in the operations against Plymouth from the 29th to the 31st of October, 1864:

On Saturday, the 29th ultimo, I got underway at 11:30 a. m., and proceeded slowly up the Roanoke River in advance of the fleet. I came in sight of the batteries on Bateman's Hill, and at 12:45 p. m. opened fire on them at a distance of about 1 mile. The enemy replied from four guns of heavy caliber, and kept up a rapid fire. I continued advancing and firing from my after pivot gun, the only one that could be brought to bear on the battery, until I discovered obstructions in the river just below the battery, which were impassable by the fleet. I immediately signaled this fact to you and received orders to return and assist the *Shamrock* in turning, the enemy firing until out of range. During the time I was abreast Stewart's Hill I discovered a body of cavalry and infantry in the woods at a distance of about 600 yards, which I dislodged by opening on them from my forward pivot gun and broadside howitzers. This vessel was not struck nor injured in any manner by the enemy on this day, though many shot and shell passed over and very near her.

I retired in company with the fleet, and came to anchor at my old position off the mouth of the river at 2:45 p. m.

On Sunday, the 30th ultimo, at noon, I got underway in obedience to your orders, following the *Tacony*, in the rear of the fleet, up the Middle River to a point opposite Plymouth. Commenced firing on the town from my two pivot guns at 2 o'clock p. m., at an elevation of 2,640 yards, and continued my fire at short intervals until I arrived at the upper

bend in the river, when I was ordered by you to return to the Thoroughfare between the Middle and Roanoke rivers, and guard that point, which I did during the night.

On Monday, the 31st ultimo, the tug *Belle* came down river with orders for me to proceed to the Roanoke River and report to you, which I did, and was then ordered to go down the river and reconnoiter the obstructions.

At this time Acting Master G. W. Barrett, of the *Whitehead*, came on board to assist in finding the passage, which duty he performed by going ahead of the ship in a small boat and dragging for torpedoes. No torpedoes being found, and the passage between the piles being open, I reported the same to the flagship by signal and then advanced, followed by the fleet. As soon as we sighted the batteries above the town the enemy opened fire from two IX-inch guns, and some light artillery, which was replied to spiritedly by my guns as soon as they could be brought to bear. I then went ahead at full speed, receiving and returning the enemy's fire with shell, grape, and canister. When within 300 yards of the enemy's works a heavy musketry fire was poured on my men by infantry in rifle pits and houses, which I answered in the same manner. This fire, though severe, did no damage, as the vessel is well protected by iron plating.

Before passing the upper battery a shell from a IX-inch gun came in over the starboard bow, killing 1 man and wounding 1 at the forward gun, passed through the berth deck and wardroom, cut away the railing around the after hatch and killing 1 man, mortally wounding 2, and 3 slightly, struck the after pivot gun carriage, where it lodged, disabling it for a time. This shell fortunately did not explode. Another shell passed through the vessel, raking her fore and aft, but without doing any damage, except to the officers' rooms. A third, in passing over the hurricane deck, cut away the guard brace from the forward king-post on the port side and knocked out the bows of the second cutter and the stern of the dingey.

I received no injury from the lower fort, although obliged to anchor for a time when in range, owing to a derangement of the rudder chains, which, however, was soon remedied.

Ceased firing at 12 o'clock m. The upper works of this vessel are considerably shattered by shot and her frame much racked by the constant firing and by the explosion of a magazine on shore, which blew up just after she passed it. The decks need calking badly. I have already forwarded you the engineer's report of the condition of the boiler and machinery. The carriage of the after pivot gun needs to be replaced, as it can not be used to any great extent as it is.

The officers and crew did their whole duty, and the guns were served with great rapidity and precision.

I am very much indebted to Acting Master G. W. Barrett, of the *Whitehead*, for services rendered. He was on board during the whole engagement.

I would particularly mention Acting Master John O. Johnson, my executive officer, for his bravery and coolness under fire.

The powder division was in charge of Acting Assistant Paymaster Jona. Chapman, and was prompt and efficient.

Among the crew I respectfully call to your notice Patrick Colbert, coxswain, captain of the forward pivot gun. His conduct was admirable, and though painfully wounded by a shell which killed a man at his side, he did not leave his post until the end of the action, and appeared as cool as if at mere target practice.

No surgeon being on board the ship, I enclose report of Acting Assistant Surgeon George Hopkins, of the *Tacony*, of the killed and wounded. Also report of ammunition expended.

I am, very respectfully, your obedient servant,

FRANCIS JOSSELYN,
Acting Master, Commanding.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of Sounds of North Carolina.

[Enclosures.]

SIR: The following is a list of those killed and wounded on board the U. S. gunboat *Commodore Hull* during the engagement at Plymouth, N. C., October 31, 1864:

Killed.—Henry Schroder, landsman, right arm shot off. Turner Latham, landsman, head shot off. Hugh McMarony, coxswain, shot in head. John Swaddle, landsman, extensive wound of thorax and right arm.

Wounded.—Patrick Colbert, coxswain, slightly. John Meadows, seaman, slight. James Saterwaite, landsman, left knee, serious.

I am, very respectfully, your obedient servant,

GEO. HOPKINS,
Acting Assistant Surgeon, U. S. S. Tacony.

Commander W. H. MACOMB, U. S. Navy,
Senior Officer in District of the Sounds.

—

U. S. S. COMMODORE HULL,
Off Plymouth, N. C., November 1, 1864.

SIR: I respectfully call your attention again to the condition of the machinery of this vessel. During the action of yesterday the stay to the king-post and guard on the port side was shot away, causing the outboard bearing to sink down. It will be impossible to work the engine for any length of time, it being out of line before, and this damage will make it much more so.

Very respectfully,

ALEX. C. STUART,
Acting Second Assistant Engineer, U. S. Navy, Senior Engineer.

F. JOSSELYN, U. S. Navy,
Acting Master, Commanding.

Report of Acting Master Barrett, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD,
Off Plymouth, N. C., November 2, 1864.

SIR: I have the honor to report that on the morning of the 29th of October I left New Berne with masters' and engineers' stores on board for the naval vessels in Albemarle Sound. I arrived on the 30th instant, at 6:30 p. m., off the mouth of Roanoke River, and there learned that the fleet had proceeded up Middle River. It being then too dark to find the channel, I came to anchor for the night. I got underway the following morning (31st) and proceeded up Middle River, entering the Roanoke above Warren Neck at 9:30 a. m., where I found the fleet under your command formed in line of battle.

After reporting, I proceeded, by your request, on board the U. S. S. *Commodore Hull* for the purpose of piloting the fleet through the obstructions to Plymouth, and remained on board of her during the engagement with the enemy at this place.

For the part taken by this vessel during the engagement, I will refer you to the report of the executive officer herewith enclosed.

I remain, very respectfully, your obedient servant,

G. W. BARRETT,
Acting Master, Commanding.

Commander WM. H. MACOMB,
Commanding District of the Sounds.

[Enclosure.]

U. S. S. WHITEHEAD,
Off Plymouth, N. C., November 2, 1864.

SIR: I have the honor to make the following report of the part taken by this vessel in the engagement of the 31st of October at this place, during the time which you were absent from this vessel on special duty:

In obedience to your orders, I proceeded alongside the U. S. S. *Tacony* and made fast to her port quarter, she being the fourth vessel in the line, and in that position remained during the passage through the obstructions at Warren Neck and until nearly abreast of the town. At 11:50 a. m. we cut adrift from the U. S. S. *Tacony*, steamed ahead of her, and opened fire with the starboard howitzer, using shrapnel and canister. Ceased firing at 1 p. m., the enemy being completely routed and driven from his forts and intrenchments and in full retreat in the rear of the town.

Being unable, under the circumstances, to take any prominent part in the action, no particular merit can be ascribed to any person on board, though I take pleasure in stating that all the officers and crew behaved with their customary gallantry and coolness.

Expended 18 rounds of shrapnel and 15 rounds of canister.

Very respectfully, your obedient servant,

THOMAS E. QUAYLE,
Acting Master's Mate and Executive Officer.

Acting Master G. W. BARRETT,
Commanding U. S. S. Whitehead.

General order from Commander Macomb, U. S. Navy, commending the gallant conduct of the officers and men of his command.

U. S. S. SHAMROCK,
GENERAL ORDER.] *Off Plymouth, N. C., November 6, 1864.*

The commanding officer of the District of the Sounds wishes to express to the officers and men of the vessels under his command his thanks for their gallant and intelligent conduct during the late engagement, while congratulating them on their victory over the enemies of their country, and he feels confident that their future behavior will be characterized by the same bravery and prompt obedience to orders by which it has heretofore been distinguished.

W. H. MACOMB,
Comdg. District of the Sounds, North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, commending his action.

HAMPTON ROADS, *November 8, 1864.*

SIR: I have received rebel accounts of the capture of Plymouth by your command. "Well done, good and faithful." Now, do not wait for orders when there is a blow to be struck. I want you at once to dismount every gun in the enemy's works and send them here. Do not keep one on shore. We will then be able to hold Plymouth with the gunboats; while a gun is on shore there is doubt. Keep up the strictest discipline, allow no one on shore away from the guns of the ship, no boats away, except as pickets after dark, and take all precautions against torpedoes and rams. See if the ram *Albemarle* can be raised, and tell me what is wanted. There is a ram building at Halifax, up the Chowan [Roanoke] River. Can not you get up there? Let me know the state of affairs in the sounds, all the places the enemy hold, etc.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Comdg. Division of the Sounds, Sounds of North Carolina.

[Telegram.]

FORTRESS MONROE, *November 9, 1864.*
(Received 2:30 p. m.)

The following has just been received from General Palmer, in a letter to the quartermaster at Fortress Monroe:

HATTERAS INLET, *November 5, 1864.*

Just returned from Plymouth, which is a mass of ruins. Cushing has done a powerful thing. All our guns were recaptured and some others besides. Shall hold Plymouth until I hear from General Butler.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

General order from Rear-Admiral Porter, U. S. Navy, in commendation of Lieutenant Cushing and Commander Macomb, U. S. Navy.

GENERAL ORDERS, No. 47. NORTH ATLANTIC SQUADRON, *Flagship Malvern, November 15, 1864.*

On the 31st of October the town of Plymouth, N. C., was captured by the following gunboats of this squadron: *Shamrock*, *Otsego*, *Tacony*, *Wyalusing*, *Commodore Hull*, *Whitehead*, *Belle*, and *Bazely*, under the command of Commander Macomb.

The capture of this place is another result of the gallantry of Lieutenant Cushing, for while the ram *Albemarle* laid there and apparently guarded the place, an attack was not considered judicious and was never attempted. When the ram was disposed of the commanding officer, Commander Macomb, taking advantage of the opportunity, which example is worthy of always being followed, pushed ahead, and after a

gallant and extremely well-conducted fight, captured the town of Plymouth and all its defenses, then consisting of 22 cannon, 200 stand of arms, 37 prisoners, and all the enemy's flags.

All this speaks well for the conduct of those engaged in this gallant affair, and great credit is due to all who participated in it.

I hope it is but the beginning of our good fortune, and trust that it may stimulate the officers and men of this fleet to put forth all their exertions when an occasion may offer to join in battle for their country.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Letter of commendation from the Secretary of the Navy to Commander Macomb, U. S. Navy.

NAVY DEPARTMENT, *November 20, 1864.*

SIR: I have received your gratifying report of the 1st instant, announcing the capture, on the day previous, of the town of Plymouth, N. C., with its batteries, ordnance stores, etc., by a portion of the naval force under your command.

The Department is pleased at the promptness with which you availed yourself of the advantages offered by the destruction of the ram *Albemarle*, and of the gallantry displayed by all in the assault and capture of the batteries at Plymouth. The affair appears to have been executed in a most creditable manner, and the Department improves the occasion to express its thanks to yourself and the officers and men under your command for the important services rendered on the occasion.

You will be recommended to the President for advancement of ten numbers in your grade.

Very respectfully, GIDEON WELLES,
Secretary of the Navy.

Commander WM. H. MACOMB,
Senior Officer in the Sounds of North Carolina.

Letter of the President of the United States to the United States Senate recommending the advancement of Commander Macomb, U. S. Navy, for distinguished conduct.

To the Senate of the United States:

By virtue of the authority contained in the 6th section of the act of 21st April, 1864, which enacts "that any officer in the naval service, by and with the advice and consent of the Senate, may be advanced not exceeding thirty numbers, in his own grade, for distinguished conduct in battle or extraordinary heroism," I recommend Commander William H. Macomb, U. S. Navy, for advancement in his grade ten numbers, to take rank next after Commander William Ronckendorff, for distinguished conduct in the capture of the town of Plymouth, N. C., with its batteries, ordnance stores, etc., on the 31st October, 1864, by a portion of the naval division under his command. The affair was executed in a most creditable manner.

ABRAHAM LINCOLN.

WASHINGTON CITY, *December 5, 1864.*

[Telegram.]

HAMPTON ROADS, *October 30, 1864.*

The *Monadnock* has arrived safe.

DAVID D. PORTER,
Rear-Admiral.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S. Navy regarding the deepening of the channel in the James River.

HAMPTON ROADS, VIRGINIA, *October 30, 1864.*

SIR: Your letter has been received in relation to the channel I wish blown out. There is a bar, I am informed, some 200 or 300 feet in width, which Captain Smith thought could be blown out, and enable all the monitors drawing 13 feet to pass over, which they can not do now. Captain Smith had the charts and descriptions and should have left them with you. Mr. [C. H.] Cushman, of the *Onondaga*, can tell you all about it, as he heard the matter discussed. He knows the parties who were employed in the blowing up business, and you must get them, calling on the ordnance officer for whatever powder you may require.

If I can get this channel deepened sufficiently, I will go up to Richmond when I get back here, and I wish you to exert yourself to the utmost to have it done. Get whatever you want, and do not wait for orders.

I noticed when last up the river that the rebels were constructing some earthworks above the point in very easy range of your guns. Complaints have been made that the James River fleet do not fire their guns enough in the direction of the enemy. It is your duty to annoy them all you can, and not let the army say that they do all the work.

By looking over the instructions I left Captain Smith, you will see that I directed him to attend to this last matter. You can direct the fire from all the guns beautifully by signal from the top of the hill near the lookout. I saw some effective shots from the monitors when last up.

You will report to me from time to time what you are doing.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander EDWARD T. NICHOLS,
Senior Officer in James River, U. S. S. Mendota.

Report of Captain Glisson, U. S. Navy, regarding the chase of a blockade runner.

U. S. S. SANTIAGO DE CUBA,
At Sea, October 30, 1864.

SIR: I have the honor to report that on the 30th October, 1864, at 1 p. m., in the latitude 32° 16′ N., longitude 76° 32′ W., discovered a

steamer bearing N. N. E. Stood for her under a full head of steam, and at the same moment discovered black smoke in the same direction, the U. S. S. *Mount Vernon* in company at this time. At 1:15 p. m. exchanged numbers with the U. S. S. *Tristram Shandy* in chase of the same vessel, the chase heading about S. E. by E., we edging away for the chase so as to keep her four points on our port bow. At 1:40 p. m. discovered another large steamer in chase of the same vessel. At 1:50 p. m. exchanged numbers with the U. S. S. *Vanderbilt* on our port quarter. At 3 p. m. the chase ahead of the *Santiago de Cuba*, about 6 or 7 miles off, the *Vanderbilt* still on our port quarter, coming up slowly, *Mount Vernon* on our starboard quarter, dropping astern very fast, the U. S. S. *Tristram Shandy*, under our stern, dropping slowly, we holding our own with the chase. At 4:30 p. m. the U. S. S. *Vanderbilt* ranged up on our port beam about 1 mile off, where we held our own with her until 5 p. m., when she ranged about half her length ahead of us. At 5:30 p. m. the chase dropping the *Vanderbilt* and *Santiago de Cuba*, we logging 14 miles per hour, log line 52 feet to the knot, and a 28-second glass.* At 7 p. m. lost sight of the chase, but stood on the same course S. E. ½ S. until 8 p. m., the *Vanderbilt* in sight on our port beam, half a mile distant. Not seeing anything of the chase, wore ship and stood to the northward and westward; latitude at this time 31° 34′ N., longitude 75° 08′ W. Enclosed you will find a diagram of the chase, marked No. 1.

I am, very respectfully, your obedient servant.

O. S. GLISSON,
Captain, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *October 31, 1864.*

Proceed with the *Ticonderoga* to Hampton Roads and report to Rear-Admiral Porter.

GIDEON WELLES,
Secretary of the Navy.

Captain CHARLES STEEDMAN,
Commanding U. S. S. Ticonderoga, Philadelphia.

[Telegram.]

NAVY DEPARTMENT, *October 31, 1864.*

Order the *Sassacus* to proceed to Hampton Roads and report to Rear-Admiral Porter.

GIDEON WELLES,
Secretary of the Navy.

Commander REED WERDEN,
Commandant (pro tem.) Navy Yard, Philadelphia.

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* This gives a correct speed of 15.4 knots per hour.—COMPILERS.

Report of Captain Glisson, U. S. Navy, regarding the chase of a blockade runner supposed to be the steamer Falcon.

U. S. S. SANTIAGO DE CUBA,
At Sea, October 31, 1864.

SIR: I have the honor to report that on the morning of the 31st October, 1864, at 6:20 a. m., in the latitude 32° 20′ N., longitude 77° 14′ W., discovered a vessel bearing S. S. W.; kept away for her at full speed. At 6:50 a. m. made her out to be a blockade runner, burning black smoke, we edging away to the southward so as to cut off. At this time discovered two other vessels in chase of this blockader, which proved to be the *Tristram Shandy* and *Mount Vernon*. At 9:30 a. m. the *Mount Vernon* gave up the chase, and at 10 a. m. the *Tristram Shandy* gave up. The chase was a three piped, side-wheel steamer and very fast, supposed to have been the *Falcon*, which, on her trial trip, made 21 miles per hour. At meridian the chase dropping us very fast. At 5 p. m. lost sight of the black smoke in the latitude 30° 34′ N., longitude 77° 20′ W. When last seen was heading S. S. E., the weather clear and a smooth sea. Enclosed you will find a diagram of the chase, marked No. 2.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master Hall, U. S. Navy, regarding a scouting expedition in New Inlet.

U. S. S. KANSAS,
Off New Inlet, North Carolina, October 31, 1864.

SIR: In obedience to your order of the 30th instant, I went on board of the U. S. S. *Niphon*, and at 5 p. m. she got underway and stood in toward the bar. At 7, she then being in 5 fathoms of water, Mound light bearing W. by N. ½ N., I left her in a small boat with two men. I crossed Caroline Shoal in 6 feet of water, and then stood in for the Mound. When within 200 yards of it I turned toward the range lights, got soundings on the northern rip in 5 feet, then turned and pulled down past the Mound; saw several men about the Mound, and two men, apparently pickets on the beach; took soundings in the channel varying from 11 to 13 feet. I then drifted back in the channel; saw no move ment of the enemy on the water, neither could I find any obstructions, and am perfectly satisfied that the channel is clear in the vicinity of the Mound for a considerable distance above and below it. I then stood out for wreck of the *Aster*, passed in, and soon saw the U. S. S. *Niphon;* at 9 arrived alongside of her.

Very respectfully, your obedient servant,

SAMUEL HALL,
Acting Master, U. S. Navy.

Lieutenant-Commander P. G. WATMOUGH,
Commanding U. S. S. Kansas, and Senior Officer Present.

Capture of the British steamer Annie, off New Inlet, North Carolina, October 31, 1864.

Report of Rear-Admiral Porter, U. S. Navy, transmitting papers.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 6, 1864.

SIR: I have the honor to enclose herewith the following papers relating to the capture on the 31st October of the British blockade-running steamer *Annie*, off New Inlet, North Carolina:

1. Report from Lieutenant-Commander Watmough, commanding *Kansas*, of the capture, and enclosing a report* of a scout over the bar by Acting Master Samuel Hall, October 31, 1864.
2. Report of Acting Master [Edmund] Kemble, *Niphon*, November 1, 1864.
3. Report of Acting Volunteer Lieutenant [J. W.] Balch, *Howquah*, November 1, 1864.
4. Report of Acting Volunteer Lieutenant [Frank] Smith, *Alabama*, November 1, 1864.
5. Report of Acting Master [Henry] Arey, *Wilderness*, November 1, 1864.

Also prize lists of the *Kansas* and *Niphon*, claiming to share in the capture.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas.

U. S. GUNBOAT KANSAS,
Off New Inlet, November 1, 1864.

ADMIRAL: I have the pleasure to report the capture of the British blockade runner *Annie* last evening at about 7.30 p. m., within 3 miles of the bar, by the *Wilderness* and *Niphon*.

She has a valuable cargo of cotton (some 500 bales), a lot of tobacco and turpentine. Her papers were all captured, showing that $50,000 in gold had been shipped in her; also a lot of Confederate bonds. The gold and bonds were thrown overboard after the *Annie* had stopped, and in view of Acting Master Arey, commanding the *Wilderness*, who endeavored, by firing a rifle, to prevent it. It was in 6 fathoms of water and bearings doubtful.

The crew and passengers of the *Annie* I send by the *Niphon* to Beaufort. A list will be forwarded.

In my communication of the 30th ultimo I informed you of the intention to send in a scout to search the bar and channel inside for obstructions. It was accomplished the same evening before 9 p. m. and no sign of obstructions found. Accompanying you will find the report of Acting Master Hall, the executive of this vessel, who went on the scout. That same night at about 2 a. m. the *Niphon* discovered a vessel attempting to run out, as they supposed, and headed her back.

*See preceding report.

It now appears to have been *Little Hattie* or *Gertrude*, both of which the *Annie's* crew report as having gone in that night. They were in sight on the river at daylight—both side-wheelers.

The captain of the *Annie* reports the *Tallahassee* and *Edith*, her consort, as having gone out on the west side last Friday week. The *Wilderness* and *Niphon* both failed to fire rockets in direction of chase, as directed, but as the vessels were all in sight I was able to get seaward of them and head them [off]. This was particularly culpable under the circumstances, as the two side-wheel steamers who had been in her company in the river, and whose movements were suspicious—one with a rebel flag at her peak and apparently a large number of men on her deck in dark clothing, as was also the case with the *Annie*—had put us on our guard for a break of privateers.

There was great delay in answering my challenges, and for a time I was suspicious of the character of the vessels, apparently formed in a line, the center one with a red light at her peak. I will take such means as are in my power to recover the gold and mail bag.

I have the honor to be, very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander, Senior Officer Present.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Letter from Lieutenant-Commander Watmough, U. S. Navy, to the judge of the U. S. district court, Boston, Mass.

U. S. GUNBOAT KANSAS,
Off New Inlet, November 1, 1864.

SIR: I have the honor to submit the following facts to support our claim for a share in the prize steamer *Annie*, captured by the U. S. tug *Wilderness* and U. S. S. *Niphon*. Last evening (October 31) at 7:15 p. m., the *Wilderness* plain in sight on the bar station, about 1½ miles W. S. W. of this vessel, a flash of a gun was seen and the report heard, immediately followed by several others from the shore batteries and the *Wilderness*, and it was supposed the *Niphon*, in chase. This vessel was immediately headed to the S. S. W., fires spread, engines started at full speed, and ship cleared for action. Two of the vessels were kept in plain sight on our starboard bow. They were standing apparently to the S. E., and we calculated to cut off the chase. In a very few moments a third vessel was discovered forming a line apparently with the other two, and plainly seen by myself, the executive officer of this vessel, and the chief engineer. As the *Wilderness* and the *Niphon* had both failed to observe the orders to fire rockets in direction of the chase, my suspicions were excited by this array, owing to the fact that during the forenoon of the day the *Annie* had been very plain in sight in the river, accompanied by two side wheel steamers, one having the rebel flag at her peak, the other an English ensign; the former, together with the *Annie*, had a large number of men in dark clothing exposed to our view, and we were not sure but that they were intended as privateers. We approached these vessels cautiously, keeping across their way, and challenged twice without receiving an answer. The center vessel had a red light up, which was altogether irregular and no recognized signal. Our battery was trained upon them, and orders given to fire the pivot gun to the left of them as a

challenge. This was unattended to, except by irregular lights on one of the vessels. At this time made a vessel on our port bow, challenged her, and immediately it was answered. It proved to be the U. S. S. *Alabama*, whom I ordered to follow this vessel with battery bearing on the strange vessels. We approached them and renewed our challenges with lights, which were at last returned in an unsatisfactory manner. We then hailed and discovered that they were the *Wilderness*, *Niphon*, and the prize steamer *Annie;* ordering the *Niphon* back to her bar station, and the prize and *Wilderness* to our day station for the night, and resumed our beat. About three-quarters of an hour had elapsed from the first gun to the time we spoke them, part of which time had been consumed in maneuvering to approach them. At no time were they more than 1½ miles from us.

I have the honor to be, very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander.

Hon. Judge [PELEG] SPRAGUE,
U. S. District Court, Boston, Mass.

Report of Acting Master Kemble, U. S. Navy, commanding U. S. S. Niphon.

U. S. S. NIPHON,
Off New Inlet, North Carolina, November 1, 1864.

SIR: I have the honor to report the capture of the English steamer *Annie*, while running the blockade by the U. S. steamers *Wilderness* and *Niphon* at 7:45 last evening. Cargo, 500 bales cotton and 30 tons tobacco; is a double propeller; has one smokestack and two masts; is said to steam 13½ knots. She was first discovered by this vessel coming out of New Inlet, standing to the southward, at 7:15 p. m. *Niphon* on No. 1 station in 4 fathoms water, Mound light bearing W. ½ N. Saw U. S. S. *Wilderness* at the W. N. W. of us inshore; gave chase and opened fire upon steamer, keeping her on my starboard beam, the steamer *Wilderness* chasing astern and gaining swiftly upon her, at the same time using our battery freely upon steamer. At 7:40 the *Annie* surrendered; at 7:45 was boarded by the boats from the *Wilderness;* at 7:55 was boarded by boats from this vessel, taking the officers, crew, and passengers on board the *Niphon*. Acting Master H. Arey, commanding steamer *Wilderness*, coming on board and taking charge, I returned on board ship and proceeded back to my station on the bar, at which nothing more was seen to pass out or in during the remaining part of the night. The forts on shore fired several shots at the vessels. Shortly after was hailed by the *Wilderness*, saying she had been hit, and would be obliged to go to the day station. I would also state that with permission of senior officer present I sent a launch with howitzer, in charge of Acting Ensign E. N. Semon, into the mouth of the channel after dark, from which the *Annie* received two shots as she passed. Before and for some time after the capture, no other vessels were in sight.

Very respectfully, your obedient servant,

EDMUND KEMBLE,
Acting Master, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Acting Volunteer Lieutenant Balch, U. S. Navy, Commanding U. S. S. Howquah.

U. S. S. HOWQUAH,
Off Wilmington, N. C., November 1, 1864.

SIR: I have the honor to submit the following report:

On the night of October 31, while standing in on our station at 7 p. m., heard firing in the direction of Fort Caswell. At 7:05 p. m., the Mound bearing W. S. W., *Wilderness* S. by E., ship in 3½ fathoms of water, heading N. N. W., saw a blockade runner coming out over the bar, bearing S. by W. Put the helm to port and started ahead full speed; called all hands to quarters; I did not have room to go round with the helm to starboard. At 7:10 *Wilderness* opened fire on strange vessel. At the same time Fort Fisher and the water batteries commenced firing, their shells going well over us.

As soon as we got round so that our guns would bear, could not fire, as the *Wilderness* and strange vessel were in line and close together, standing S. S. E. At 7:25 the *Wilderness* and strange vessel together, bearing S. S. E. *Niphon* S. ¼ W., *Kansas* E. ¼ S., Mound N. W. by W. At 7:30 the blockade runner, *Wilderness*, *Niphon*, and *Kansas* were in plain sight with the same bearing. Saw a white light; immediately after a red light was shown from the *Wilderness* and kept burning. After seeing the red light, slowed down and stood in for our station. At 8 p. m. on our station in 4 fathoms of water. At 9 p. m. *Kansas* spoke us; learned the vessel we saw captured by the *Wilderness* was the blockade runner *Annie*.

I have the honor to be, sir, very respectfully, your obedient servant,

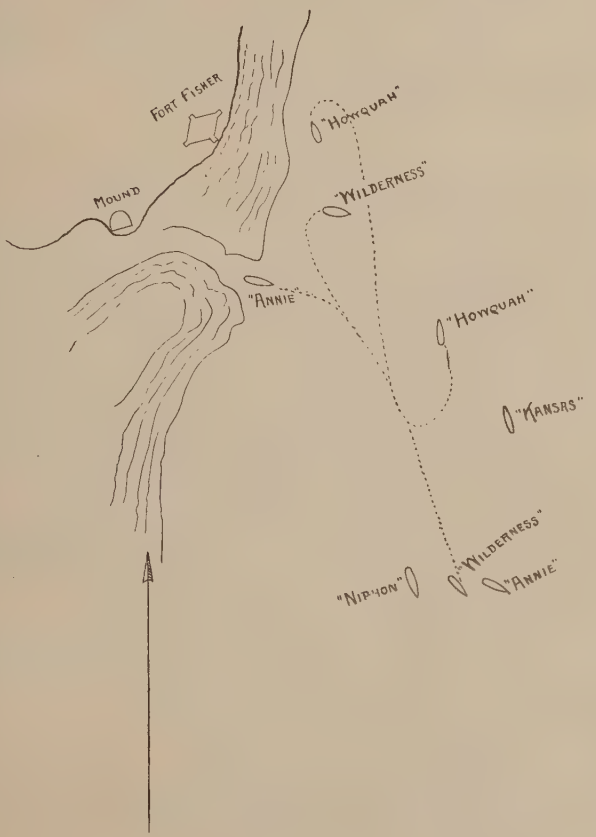
J. W. BALCH,
Acting Volunteer Lieutenant, Commanding U. S. S. Howquah.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Alabama.

U. S. S. ALABAMA,
Off New Inlet, North Carolina, November 1, 1864.

SIR: I have the honor to report that in obedience to orders from the senior officer present, last evening I equipped and dispatched the ship's launch, with a howitzer, an officer, and 8 men belonging to this ship to the U. S. S. *Niphon*, she to furnish an officer to command and additional men to make up the crew. At dusk the *Niphon* towed the launch in toward the bar and ordered it on picket duty in the channel on the bar. The *Alabama* took her station on the outside line, in from 6 to 7 fathoms water, between the Mound light and Smith's Island. About 7:30 p. m., as we were standing to the northward, the picket boat on the bar bearing N. W. by N., 2 miles distant, was observed to fire the howitzer twice, in as quick succession as they could load and repeat. I promptly beat to quarters and ordered fires spread and prepared for action or chase. Very soon the bar tenders began firing and approaching as if in chase, but sending up no rockets. When the firing ceased, I inferred they had intercepted and captured a blockade runner. As I proceeded to the northward, I soon met the senior officer present in the U. S. S. *Kansas*, he coming within hail and ordering me to man the starboard battery and follow him in. We soon after met the steamers *Wilderness* and *Niphon*, bringing out the steamer *Annie*, which they had just captured in the attempt to run the blockade. The *Annie* was sent with a


FORT FISHER
MOUND
"HOWQUAH"
"WILDERNESS"
"ANNIE"
"HOWQUAH"
"KANSAS"
"WILDERNESS"
"ANNIE"
"NIPHON"

prize crew to anchor on the day station, and the blockaders were ordered to resume their posts. By 8:30 p. m. I had resumed my station, but nothing further transpired during the night under our observation worth noting.

The *Alabama's* prize lists in duplicate are being prepared to accompany this report. The following United States vessels were present and all within range of the prize when captured:

The *Kansas*, *Alabama*, *Hourquah*, *Niphon*, and *Wilderness;* no other vessels were within signal distance.

I have the honor to be, very respectfully, sir, your obedient servant,

FRANK SMITH,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Arey, U. S. Navy, commanding U. S. S. Wilderness.

U. S. S. WILDERNESS,
Off Wilmington, N. C., November 1, 1864.

SIR: I have the honor to report the capture of the English steamer *Annie*, while running the blockade from New Inlet, by the U. S. steamers *Wilderness* and *Niphon*, at 7:45 p. m., Mound light bearing N. by W. and Bald Head light W. S. W. ¼ W., in 4½ fathoms of water. At the time of the capture I saw no vessels but *Niphon* and *Wilderness;* others might have been in sight. She received thirteen shots from the *Wilderness* and *Niphon* before she surrendered. The *Wilderness* overtook her after a chase of ten minutes, going at the rate of 16 miles an hour, and she going 12. The *Annie* is a fine steamer, with two propellers, one smokestack, and is schooner rigged. She is said to make 13½ knots an hour. Besides her officers and crew she had on board eleven passengers, among them a Mrs. Johnson and her daughter, of Nassau, New Providence. They have been turned over to Acting Master Kemble, commanding U. S. S. *Niphon*. While the prisoners were being transferred to the *Niphon* Fort Fisher commenced firing on us, and the *Wilderness* was struck by a shell, apparently a 100-pounder rifle, entering the hurricane deck on the starboard side and going through a water tank in the port gangway, where it exploded, injuring the plank-sheer and rim of the port wheel slightly. It will be easily repaired when I go to Beaufort for coal. The cargo of the *Annie* consists of 540 bales of cotton, weighing from 650 to 700 pounds to a bale; also 30 tons of pressed tobacco and 14 casks of spirits of turpentine. I enclose a prize list to the Secretary of the Navy and a duplicate to you, asking that you will please forward the one for the Secretary of the Navy to Paymaster [W. H.] Thompson, Norfolk navy yard, who has the accounts of the *Wilderness*, that he may make it out in proper form.

Very respectfully, your obedient servant,

HENRY AREY,
Acting Master, Commanding U. S. S. Wilderness.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas, regarding reports of commanding officers.

U. S. GUNBOAT KANSAS,
Off New Inlet, November 3, 1864.

ADMIRAL: I avail myself of the departure of the *Santiago de Cuba* at daylight in the morning to inform you that I have ordered the *Seneca*, that came in here day before yesterday, to remain here till further orders, in consequence of the few vessels here and the renewed activity of the runners on this bar. The *Santiago's* prize, the *Lucy*, got out this side the evening after the *Annie* was captured, when the sea was so rough no vessel could have maintained a close blockade of the bar.

We have had a heavy blow since, up to this morning, and the weather is still thick and unsettled. It is now 10 p. m., and we have had two alarms through the mist and rain. Our search for the culprits has been in vain.

The two reports of the commanding officers of the *Wilderness* and *Niphon* both failed in the essential point of declaring whether or not any other vessels were in sight, when they knew all here claimed witnessing the capture of the *Annie*. Owing to the rough sea and bad weather these reports were not brought to me till the last moment of the day, when too late to rewrite them unless the prize and the *Niphon*, with the prisoners, were detained here till the following day, which I did not deem prudent or necessary, so directed those officers to insert the omission. Acting Master Kemble, of the *Niphon*, informed me he should write to you and request the withdrawal of his report and the substitution of one he would write, which he would forward by the senior officer at Beaufort. I am satisfied these two officers failed to make the proper, or any, signals indicating the direction of the chase, in order to be able to claim a sole share in her. Their excuses for not complying with the orders in this respect were trivial and not to be admitted. If privateers should escape, owing to such failure, those whose position as chasers calls upon them to pursue could hardly be censured if left there in the dark.

I have the honor to be, sir, very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Senior Officer Present.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

General order No. 41, of Rear-Admiral Porter, U. S. Navy, regarding the failure of certain vessels to make required signals.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, November 9, 1864.

It has been reported to me that the commanders of the *Niphon* and *Wilderness*, captors of the *Annie*, failed to make any signals indicating the direction the chase was taking, thereby running the risk of losing the vessel, as other blockaders in the vicinity could not, for want of proper directions, afford the required assistance. It is the impression of the senior officer off the bar that the officers commanding the *Niphon* and *Wilderness* "failed to make the required, proper, or any signal indicating the direction of the chase, in order to be able to obtain a sole share in the prize." Of course a rigid investigation will be held in regard to this matter and a trial instituted for gross disobedience of orders, and the chances are that the offenders will lose their share of prize money and be otherwise justly dealt with. The excuses of the officers alluded to for not obeying orders were too trivial to be admitted.

While a prize is the reward of the captors, when taken, personal considerations are to be disregarded altogether, and cotton, vessel, and crew are to be sacrificed rather than the least chance should be offered them to escape.

This war is not being conducted for the benefit of officers or to enrich them by the capture of prizes, and every commander is deficient in the high moral character which has always been inherent in the Navy who for a moment consults his private interests in preference to the public good, hesitates to destroy what is the property of the enemy, or attempts to benefit himself at the expense of others. I am satisfied that no vessel should escape out of Wilmington after the blockade is perfected if the orders I have instituted are strictly carried out and the signals properly made, for if the runners are chased to the middle line (when complete), or beyond it if necessary, they will be picked up by vessels stationed there; but if signals are not correctly made and privateers escape owing to the culpable neglect of a few officers, those whose position as chasers call upon them to pursue can scarcely be held responsible.

I feel much dissatisfied at the conduct of the commanders of the *Niphon* and *Wilderness*, and hope while I command this squadron that such conduct may never occur again. Honor and glory should be the watchword of the Navy, and not profit. A rigid investigation will be held in all cases reported to me, and when I find any officer derelict in the duty of making signals I will do my best to deprive him of his share of prize, and try him for disobedience of orders.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Report of the board of investigation regarding the failure of the commanding officer of the U. S. S. Wilderness to throw rockets.

U. S. GUNBOAT KANSAS,
Off New Inlet, November 18, 1864.

ADMIRAL: In pursuance of your orders of the 7th instant, I selected Acting Volunteer Lieutenant W. E. Dennison, of the *Cherokee*, and Acting Master Hall, of this vessel, and went on board the *Wilderness* to investigate why rockets were not thrown the night of the chase and capture of the *Annie*.

We have to report that we found no orders had been given by the commanding officer, Acting Master Arey, to throw rockets, nor anyone appointed to attend to that matter, Acting Master Arey having reserved to himself that duty. The rockets and lighted match were in the pilot house at the time. He pleads the fact of it being his first night on the bar duty, having a very short time previously assumed command of the vessel, and that he had not had time to organize; moreover, that the chase was followed so quickly by the capture that he failed to remember the order, or did not think it necessary.

Very respectfully, your obedient servants,

PEND. G. WATMOUGH,
Lieutenant-Commander.
W. E. DENNISON,
Acting Volunteer Lieutenant.
SAMUEL HALL, *Acting Master.*

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

List of vessels in the North Atlantic Squadron, and their disposition, November 1, 1864.

Name.	Commanding officer.	Position.
Agawam	Commander A. C. Rhind	Norfolk Navy Yard (repairing).
Aries	Acting Volunteer Lieutenant F. S. Wells	Off Wilmington.
Alabama	Acting Volunteer Lieutenant F. Smith	Do.
Augusta	Commander T. G. Corbin	Convoying California mail steamers.
Alert	Acting Ensign J. Bishop	James River.
Atlanta	Acting Volunteer Lieut. T. J. Woodward	Do.
Anemone	Acting Master Jona. Baker	Norfolk Navy Yard (repairing).
Arietta	Commander B. M. Dove	Beaufort (ordnance).
Albemarle		Sounds of North Carolina.
Ben Morgan	Acting Master A. B. Mulford	Craney Island, Virginia.
Banshee	Acting Volunteer Lieut. W. H. Garfield	Baltimore (repairing).
Britannia	Acting Volunteer Lieutenant Saml. Huse	Off Wilmington.
Brooklyn	Captain Jas. Alden	Hampton Roads.
Belle	Acting Gunner Wm. Peterkin	Sounds of North Carolina.
Bazely	Acting Ensign J. Connor	Do.
Berberry	Acting Ensign M. Griffith	Norfolk Navy Yard (repairing).
Bignonia	Acting Volunteer Lieutenant W. D. Roath	Off Wilmington.
Canonicus	Commander E. G. Parrott	Freshwater, James River.
Chicopee	Commander A. D. Harrell	Sounds of North Carolina.
Commodore Hull	Acting Master F. Josselyn	Do.
Ceres	Acting Master H. H. Foster	Do.
Colorado	Commodore H. K. Thatcher	Hampton Roads.
Cherokee	Acting Volunteer Lieut. W. E. Dennison	Off Wilmington.
Calypso	Acting Master F. D. Stuart	Do.
Cambridge	Acting Volunteer Lieutenant J. F. Nickels	Norfolk Navy Yard.
Commodore Barney	Acting Volunteer Lieut. G. B. Livingston	James River.
Commodore Morris	Acting Master R. G. Lee	Do.
Commodore Perry	Acting Volunteer Lieutenant A. P. Foster	Norfolk Navy Yard (repairing).
Cactus	Acting Ensign C. E. Beck	Do.
Crusader	Acting Volunteer Lieutenant P. Hays	York River, Virginia.
Chippewa	Lieutenant-Commander A. W. Weaver	Off Wilmington.
Clinton	Acting Ensign F. J. Runnells	Hampton Roads (tug duty).
Charles Phelps	Acting Ensign Wm. Ottiwell	Craney Island, Virginia.
Cohasset	Acting Ensign G. B. Griffin	Norfolk Navy Yard (repairing).
Clematis	Acting Volunteer Lieutenant E. D. Bruner	Off Wilmington.
Dumbarton	Acting Volunteer Lieutenant H. Brown	Do.
Delaware	Acting Master J. H. Eldridge	James River.
Dawn	Acting Master J. A. Jackaway	Do.
Daylight	Acting Master H. A. Phelon	Do.
Dictator	Commodore J. Rodgers	Not yet reported.
Dacotah	Commander G. M. Colvocoresses	Do.
Eolus	Acting Master W. O. Lundt	Off Wilmington.
Emma	Acting Volunteer Lieutenant J. M. Williams	Norfolk Navy Yard (repairing).
Eutaw	Lieutenant-Commander H. C. Blake	James River.
Fort Jackson	Captain B. F. Sands	Off Wilmington.
Fort Donelson	Acting Volunteer Lieutenant T. Pickering	Do.
Florida	Lieutenant-Commander S. Magaw	Not yet reported.
Fahkee	Acting Master F. R. Webb	New York (repairing).
Grand Gulf	Commander G. M. Ransom	Not yet reported.
Gettysburg	Lieutenant R. H. Lamson	Off Wilmington.
Governor Buckingham	Acting Volunteer Lieutenant J. MacDiarmid.	Norfolk Navy Yard (repairing).
General Putnam	Acting Master H. H. Savage	James River.
Granite	Acting Master E. Boomer	Sounds of North Carolina.
Glance	Acting Master W. H. Bolton	York River.
Howquah	Acting Volunteer Lieutenant J. W. Balch	Off Wilmington.
Huron	Lieutenant-Commander T. O. Selfridge	Norfolk Navy Yard (repairing).
Hunchback	Lieutenant Joseph P. Fyffe	James River.
Henry Brinker	Acting Ensign J. H. Kerens	Do.
Heliotrope	Acting Ensign J. M. Norman	Norfolk Navy Yard (repairing).
Hoyt	Acting Ensign H. B. Twambly	Sounds of North Carolina.
Hetzel	Acting Master G. B. Thompson	Do.
Harcourt		Norfolk Navy Yard (repairing).
I. N. Seymour	Acting Ensign J. L. Hayes	Baltimore (repairing).
Iosco	Commander A. J. Drake	Off Wilmington.
Juniata	Captain W. R. Taylor	Hampton Roads.
James Adger	Commander T. H. Patterson	Charleston, S. C.
Kansas	Lieutenant-Commander P. G. Watmough	Off Wilmington.
Keystone State	Commander H. Rolando	Do.
Lillian	Acting Volunteer Lieutenant T. A. Harris	Do.
Louisiana	Acting Volunteer Lieutenant F. M. Green	Sounds of North Carolina.
Lockwood	Acting Ensign J. Q. A. Davidson	Do.
Lilac		Beaufort, N. C.
Little Ada	Acting Ensign Edw. Manning	Hampton Roads.
Monticello	Lieutenant W. B. Cushing	Norfolk Navy Yard (repairing).
Maumee	Lieutenant-Commander J. Parker	Cruising (Halifax).
Mohican	Commander D. Ammen	Hampton Roads.
Minnesota	Commodore J. Lanman	Do.

List of vessels in the North Atlantic Squadron, and their disposition, November 1, 1864.

Name.	Commanding officer.	Position.
Mackinaw	Commander J. C. Beaumont	Norfolk Navy Yard (repairing).
Massasoit	Commander R. T. Renshaw	Hampton Roads.
Mount Vernon	Acting Volunteer Lieutenant J. Trathen	Off Wilmington.
Mattabesett	Commander J. C. Febiger	Beaufort, N. C.
Montgomery	Acting Volunteer Lieutenant E. H. Faucon	Norfolk Navy Yard (repairing).
Maratanza	Lieutenant-Commander G. W. Young	Off Wilmington.
Morse	Lieutenant-Commander C. A. Babcock	Baltimore (repairing).
Miami	Acting Volunteer Lieutenant G. W. Graves	James River.
Mendota	Commander E. T. Nichols	Do.
Mount Washington	Acting Master H. H. Haynie	Norfolk Navy Yard (repairing).
Mystic	Acting Master W. Wright	Guard ship (York River).
Monadnock	Captain J. M. Berrien	Hampton Roads.
Mahopac	Commander W. A. Parker	James River.
Martin	Acting Ensign M. D. Ames	Sounds of North Carolina.
Mercedita	Lieutenant-Commander M. Haxtun	Sent by Adjutant-General to New Orleans with draft of men from Aphrodite.
Malvern	Acting Volunteer Lieutenant T. C. Dunn	Hampton Roads.
Nyack	Lieutenant-Commander L. H. Newman	Cruising (Halifax).
Nereus	Commander J. C. Howell	Not yet reported.
Niphon	Acting Master E. Kemble	Off Wilmington.
New Ironsides	Commodore Wm. Radford	Hampton Roads.
New Berne	Acting Volunteer Lieutenant W. K. Cressy	New York.
Nansemond	Acting Ensign J. H. Porter	Off Wilmington.
Osceola	Commander J. M. B. Clitz	Do.
Onondaga	Lieutenant-Commander C. H. Cushman	James River.
Otsego	Lieutenant-Commander H. N. T. Arnold	Sounds of North Carolina.
Phlox	Acting Ensign D. F. O Brien	James River.
Powhatan	Commodore J. F. Schenck	Hampton Roads.
Pequot	Lieutenant-Commander D. L. Braine	Off Wilmington.
Pawtuxet	Commander J. H. Spotts	Do.
Picket Boat No. 1		James River.
Picket Boat No. 3		
Picket Boat No. 4		Norfolk Navy Yard (repairing).
Picket Boat No. 5		James River.
Picket Boat No. 6		
Poppy	Acting Ensign Wm. Clarke	Hampton Roads (tug duty).
Quaker City	Commander W. F. Spicer	Cruising (Wilmington).
Rhode Island	Commander S. D. Trenchard	Not yet reported.
R. R. Cuyler	Commander C. H. B. Caldwell	Cruising (Wilmington).
Renshaw		
Release	Acting Ensign C. H. Beckshofft	Beaufort, N. C.
Roman	Acting Ensign R. Merchant	Craney Island (hulk).
Seneca	Lieutenant-Commander G. E. Belknap	Cruising (Wilmington).
State of Georgia	Commander S. Nicholson	Not yet reported.
Saco	Lieutenant-Commander J. G. Walker	Cruising (Wilmington).
Shenandoah	Captain D. B. Ridgely	Not yet reported.
Sassacus	Lieutenant-Commander J. L. Davis	
Susquehanna	Commodore S. W. Godon	Hampton Roads.
Santiago de Cuba	Captain O. S. Glisson	Cruising (Wilmington).
Stepping Stones	Acting Volunteer Lieut. D. A. Campbell	Norfolk Navy Yard (repairing).
Samuel Rotan	Acting Master W. G. Nutting	James River.
Sangus	Commander E. R. Colhoun	
Shamrock	Commander W. H. Macomb	Sounds of North Carolina.
St. Lawrence	Commander D. Lynch	Norfolk (ordnance).
Sabine	Lieutenant-Commander R. B. Lowry	Norfolk Navy Yard.
Shokokon	Acting Master W. B. Sheldon	Beaufort, N. C.
Tallapoosa	Lieutenant-Commander J. E. DeHaven	Cruising (Halifax).
Tuscarora	Commander J. M. Frailey	Hampton Roads.
Tristram Shandy	Acting Volunteer Lieutenant E. F. Devens	Off Wilmington.
Tacony	Lieutenant-Commander W. T. Truxtun	Sounds of North Carolina.
Unadilla	Lieutenant-Commander F. M. Ramsay	Norfolk Navy Yard (repairing).
Unit	Acting Ensign C. B. Parry	Norfolk Navy Yard (tug duty).
Vicksburg	Lieutenant-Commander F. H. Baker	
Victoria	Acting Master E. S. Keyser	Off Wilmington.
Vanderbilt	Captain C. W. Pickering	Do.
Valley City	Acting Master J. A. J. Brooks	Hampton Roads.
Wabash	Captain M. Smith	Do.
Wilderness	Acting Master H. Arey	Off Wilmington.
Wyalusing	Lieutenant-Commander E. English	Sounds of North Carolina.
Whitehead	Acting Master G. W. Barrett	Do.
Wyandotte	Acting Master T. W. Sheer	Norfolk (guard ship).
William Badger	Acting Ensign S. G. Swain	Beaufort, N. C.
Young America		Norfolk Navy Yard (repairing).
Young Rover	Acting Master I. B. Studley	Hampton Roads.
Yantic	Lieutenant-Commander T. C. Harris	Cruising (Halifax).
Zouave	Acting Ensign J. L. Hayes	Norfolk Navy Yard (repairing).

Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S. Navy, regarding general matters.

HAMPTON ROADS, *November 1, 1864.*

SIR: Your communication of 28th October has been received. Keep the court-martial going; let them adjourn from day to day and I will send some charges right up as soon as I can.

There will be no trouble in getting supplies. I have ordered the commandant of the yard at Norfolk to fill all requisitions on the approval of the captain without reference to me.

Anything that you think should be done, go ahead and do it, and I will approve it afterwards.

I wish to know if a picket launch can get through the obstructions. I should like to blow up one of the rebel rams.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Commander E. T. NICHOLS,
U. S. S. Mendota.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Upshur, U. S. Navy, commanding the U. S. S. Advance.

HAMPTON ROADS, *November 1, 1864.*

SIR: Proceed with the *Vance* [*Advance*] to the station marked on the chart which accompanies this order on the blockade of Wilmington, N. C., for duty as a cruiser.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander JNO. H. UPSHUR,
Commanding U. S. S. Vance [*Advance*].

Report of Commander Clitz, U. S. Navy, commanding U. S. S. Osceola, regarding the chase of a blockade runner.

U. S. S. OSCEOLA,
At Sea, Lat. 33° 25′ N., Long. 75° 13′ W., November 1, 1864.

ADMIRAL: I have to inform you that yesterday at 11 o'clock a. m., when in latitude 33° 50′ N., longitude 75° 45′ W., discovered black smoke bearing N. W., distant about 15 miles. Gave chase immediately and continued to do so until 8:45 p. m. The chase was a side-wheel steamer, painted white, with two masts and two smokestacks. She was either a blockade runner or privateer, I think the latter, as her decks were crowded with men. When first discovered she was steering toward Wilmington, [N. C.], but we pressed her so hard she was compelled to change her course to every point of the compass. At sunset we were about 4 miles from the said steamer, opened fire with the forward 100-pounder Parrott rifle, firing five shots; finding that they fell short, discontinued the firing, but continued to follow until the time above mentioned, when we lost her in a fog bank.

We kept up a uniform speed of 13½ knots during the entire chase.

I think I can safely say that but for the darkness and fog it would have been our good fortune to have captured her.

This morning about 7:30 we were boarded by an officer from the U. S. S. *Vanderbilt*. Sent word to Captain Pickering of the chase yesterday, with the opinion that I did not think she had got into Wilmington, but was still in this neighborhood.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, Hampton Roads, Virginia.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the chase of a blockade runner.

U. S. S. SANTIAGO DE CUBA,
At Sea, November 1, 1864.

SIR: I have the honor to report that on the morning of November 1, 1864, at 7 a. m., in the latitude 32° 18′ N., longitude 77° 40′ W., discovered a blockade runner burning black smoke, bearing S. S. W. Started ahead at full speed, edging away to the southward so as to cut off the blockader [blockade runner]. At 10:30 a. m. discovered another vessel, a ship of war, bearing down on the chase to the westward of us. At 11 a. m. exchanged numbers with the U. S. S. *Pequot*. At 1:50 p. m. a French steamship of war hove in sight to the southward and westward of chase, which caused her to change her course for a few minutes. At 2 p. m. the *Pequot* gave up the chase, we still in chase and coming up on her. At 5:45 p. m. fired three shots at her from our rifle cannon, all falling far short of her. At 6 p. m. she was only 3½ miles from us. At 7 p. m. lost sight of the black smoke, but stood on until 8 p. m. in hopes of seeing her again. At 8 p. m. wore ship to the southward and westward. During this chase the weather was cloudy, with light winds and rain from the southward and eastward. When the chase was last seen, she was heading S. S. E. ¼ E., in the latitude 30° 16′ N., longitude 75° 54′ W. She was a side-wheel steamer with two smoke pipes, and very fast. We were logging 13.6, ship very light, and we could not get as good speed as that of the previous two days. If we had had but two hours more of daylight, my belief is we would have captured her. Enclosed you will find a diagram of chase, marked "No. 3."

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. N. Atlantic Blockading Squadron, Hampton Roads, Virginia.

Report of Lieutenant-Commander Truxtun, U. S. Navy, recommending for promotion Acting Ensign Sommers, U. S. Navy.

U. S. S. TACONY,
Plymouth, N. C., November 1, 1864.

SIR: I beg leave to submit the following statement for your consideration, viz:

On the 23d of May last, it became necessary to send a reconnoitering party up Mackay's Creek, near Plymouth, with a view of obtaining

information, and also to capture one James Dillery. Acting Ensign R. Sommers, of this vessel, volunteered for the duty. While absent from his boat during the night, she was discovered and fired upon by rebel troops, and the boat keeper forced to shove off and return to the vessel. Mr. Sommers, on discovering the absence of his boat, at once proceeded with his party to pull down the barn, from the roof of which he formed a raft, and safely brought his men through the rebel pickets to the ship. He was accompanied by one William G. Green (ordinary seaman), whom he particularly mentioned for good conduct.

On the 27th of May Mr. Sommers made a most successful reconnoissance of the rebel batteries at Plymouth. This duty necessitated eighteen hours' wading and crawling in the swamp. On the 30th of May he again made a minute reconnoissance of Plymouth, accompanied by William G. Green, who greatly assisted Mr. Sommers in forcing his way through the tangled undergrowth of the almost impenetrable swamps.

On the 7th of June Mr. Sommers, with a party, among whom was William G. Green, pulled several miles up the Chowan River, passing the night in the attempt to sieze a rebel mail.

Again taking to the swamp on the 29th of June, Mr. Sommers obtained much valuable information as to the situation of affairs about Plymouth. This time he remained so long absent that his boat's crew supposed him captured and returned to the ship. Three days afterwards, nearly starved and almost worn out, he was discovered paddling off to the ship on a few boards, of which he had made a frail raft.

On the 29th of September he was in temporary command of the tug *Martin*, when the gunboat *Valley City* got ashore under a rebel battery in the Scuppernong River, and behaved with coolness and discretion.

October 22, with a full boat's crew, he obtained information that proved of service in the subsequent destruction of the rebel ram *Albemarle* by Lieutenant Cushing. While on his return his boat was fired into by a party of ambushed rebels, and his men driven into the swamp on the opposite side. Nothing daunted, however, he determined to bring off his boat and party, one of whom, John Williams, quartermaster, was already shot through both legs. William G. Green (ordinary seaman), placing the boat between himself and the enemy, gallantly swam her down the stream (while the rest of the party made their way slowly through the dense swamp), and under a most galling fire, which soon riddled the boat, killing Williams (quartermaster) and severely wounding Green in the head. This necessitated the abandonment of the boat: the party became somewhat scattered. Green, though weak from the loss of blood, still remained faithful to his duty and his officer. Finally, Mr. Sommers, after great exertion, succeeded in bringing off Green and one other of the men, though poor Green had, a few hours before reaching the ship, and while floating down the river on some logs, lost his reason through suffering and exhaustion. Since then the remainder of the party have been recovered, and on our capture of this place we found that the body of John Williams (quartermaster) had been decently buried by the enemy. After the arrival of Lieutenant Cushing, Mr. Sommers made two more reconnoissances, and was only prevented by sickness, caused by long exposure in the swamps, from being one of the participants in Lieutenant Cushing's most successful and gallant operation. It is hardly necessary to say that Mr. Sommers behaved well in the late engagement at this place.

In view of all these facts, I would most respectfully recommend Acting Ensign Rudolph Sommers for promotion to the grade of acting

master, and that a medal of honor, with such gratuity as the Department may see proper, be given to William G. Green (ordinary seaman) for his repeated acts of gallantry.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S Navy, regarding the U. S. steamers Wyandotte and Mystic.

HAMPTON ROADS, VIRGINIA, *November 2, 1864.*

SIR: My orders temporarily detaching the *Wyandotte* and *Mystic* from the Fifth Division are hereby countermanded, and they will resume their former connection with that division.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander E. T. NICHOLS,
U. S. S. Mendota, Senior Officer Fifth Division.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the capture of the steamer Lucy.

U. S. S. SANTIAGO DE CUBA,
At Sea, November 2, 1864.

SIR: I have to report to the honorable Secretary of the Navy that I have, after a chase of two hours, this day, at 11 a. m., in the latitude 32° 40′ N., longitude 77° 48′ W., captured the English blockade-running steamer *Lucy*, fourteen hours from Wilmington, [N. C.], bound to Nassau, New Providence, with 414 bales of cotton and 25 tons of tobacco. Previous to her capture she threw overboard 52 bales of cotton. It was blowing a heavy gale of wind from the eastward, and I was unable to pick up any of it. We had much difficulty in getting a prize crew on board without loss of life. I will send her on to Boston in charge of Acting Master Frank [H.] Wilks. I sought to obtain her log book and any other papers which might be on board of her, but I ascertained she had thrown them all overboard previous to capture. I have obtained the following information from the captured crew of the *Lucy*: On the night of the 30th October the *Tallahassee*, commanded by Lieutenant [W. H.] Ward, formerly of the U. S. Navy, went to sea, passing out on the south side of the shoal. On Friday night, October 28, the *Chickamauga*, another privateer, passed out on the south side. They are both propellers, with double screws, and are very fast, both being two-piped steamers and very close together. When the *Lucy* left on the night of the 1st November she left in port the *Petersburg*, *Beatrice*, *Little Hattie*; the *North Heath* and *Badger* being both disabled. The *Santiago de Cuba* is the only vessel entitled

79°
78°
77°
76°
75°
34°
33°
BELHAVEN
Cape Lookout
Bogue Inlet
New River Inlet
Stump Inlet
New Topsail Inlet
Rich Inlet
WILMINGTON
Barren Inlet
Masonboro Inlet
New Inlet
Cape Fear
Shallotte Inlet
Lockwood's Folly Inlet
Halifax Line
Blockade Line
Bermuda Line
Senior Officer
Blockade Line
Nassau Line

to a share in this prize, as there was no other vessel in sight at the time of capture.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Parker, U. S. Navy, of arrival at City Point, Va.

U. S. IRONCLAD MAHOPAC,
City Point, Va., November 3, 1864.

SIR: I have the honor to report the arrival of the *Mahopac*, under my command, at City Point, Va., at 11:45 o'clock a. m. to-day, in obedience to your order by telegraph of the 1st instant, received by me at Wilson's Landing on the 2d instant, at 4 o'clock p. m.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, Hampton Roads, Virginia.

Report of Rear-Admiral Porter, U. S. Navy, transmitting plan of the blockade.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 3, 1864.

SIR: I have the honor to enclose herewith a plan of the blockade off Wilmington as it now exists, the crosses representing blockaders.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Wetmore, U. S. Navy, to proceed to duty off Western Bar in command of U. S. S. Wilderness.

HAMPTON ROADS, *November 3, 1864.*

SIR: You will proceed in the *Monticello* to take command of the *Wilderness*, and take your station off the Western Bar, [Cape Fear River], outside of the bar tenders about 2 or 3 miles, and be ready to chase in the direction designated by signal. Your vessel will not be employed as a bar blockader. She is fast and will be employed exclusively as a chaser.

Respectively, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant H. S. WETMORE,
Hampton Roads, Virginia.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Sassacus, to search for the C. S. S. Tallahassee.*

HAMPTON ROADS, *November 4, 1864.*

SIR: You will proceed without delay in search of the *Tallahassee.*

Steer directly east about 100 miles, then northwest, and so on up the coast, using your own judgment as to the best method of capturing her.

Return here after there is no likelihood of overhauling her.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander J. L. DAVIS,
Commanding Sassacus, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga.

HAMPTON ROADS, VIRGINIA, *November 4, 1864.*

CAPTAIN: You are hereby assigned to the Fourth Division North Atlantic Squadron, commanded by Commodore S. W. Godon, to whom you will report.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Captain CHARLES STEEDMAN,
Commanding U. S. S. Ticonderoga.

Report of Commander Nichols, U. S. Navy, regarding the proposed canal at Dutch Gap.

U. S. S. MENDOTA,
James River, November 4, 1864.

ADMIRAL: I enclose herewith a copy of a statement† made at my request by Mr. Maillefert, submarine engineer, of the estimated amount of work to be done, and the material which will be required to do it. I also enclose requisition for the cans and sand bags. The chart spoken of is one made in June last, from a careful survey made before the enemy occupied their present positions, and is of importance in view of the proper commencement of the work. I should be much obliged if you could send me a copy of it. I will see General Butler about the employment of Mr. Maillefert on the work. He is now employed in connection with the canal at Dutch Gap, and informs me that he thinks it will certainly be finished in about two or three weeks' time. Should this canal be cut through, it appears to me that the current of the river will be diverted into it, making dead water in Trent's Reach and a rapid deposit, or will weaken its force so much by dividing it that neither channel can be kept open, except by dredging. The canal cuts off some 6 miles of water course, and Mr. Maillefert

* See Series I, vol. 3, p. 324, for report of chase of the C. S. S. *Tallahassee.*
† Not necessary to publish.

tells me that the difference of level is several inches. Water will naturally seek its own level, and here is a passage cut for it to do so in the most direct route, and as it appears to me at the expense of Trent's Reach. These are crude ideas that have entered my mind, and I submit them to your larger experience and better judgment in such matters. If I am right, one work or the other is unnecessary, and the most feasible and useful one should be adopted. It is better to have one good channel than two indifferent ones. Trusting that you will not consider me presumptuous in making the above suggestions, they are respectfully submitted for your consideration by

Your obedient servant,

ED. T. NICHOLS,
Commander, Comdg. pro tem. Fifth Division North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, to give notification regarding the movements of the C. S. S. Tallahassee.

HAMPTON ROADS, *November 4, 1864.*

SIR: You will proceed without delay off the port of Wilmington, and notify the vessels there that the *Tallahassee* is making her way in that direction; not being able to get coal, she will try to get in. Notify all vessels of war that you may meet that the *Tallahassee* left Delaware Breakwater on the 3d instant at sunset, and they will make their calculations accordingly.

You will carry all the sail and steam you can, and return to this place when these orders are executed.

I give you a chart showing the position of all blockaders. Communicate with the whole line if possible, and put them on their guard.

If you break down, give your orders to the first naval vessel you meet with, and direct the commander to carry them out.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JOHN G. WALKER,
Commanding Saco, Hampton Roads.

Report of Commander Nichols, U. S. Navy, regarding the feasibility of passing the obstructions in Trent's Reach.

U. S. S. MENDOTA,
James River, November 5, 1864.

ADMIRAL: Your letter of the 1st instant by the *Phlox* is received. I do not think there would be much, if any, difficulty in getting a launch through the obstructions in Trent's Reach. It might be necessary, perhaps, to remove a portion of the torpedo net placed above to enable her to pass. Commencing at a short distance above the obstructions, the right bank of the river is strongly picketed by the enemy as far up as our own pickets extend on the opposite side. The rams lie above our lines and generally together. The greatest difficulty would be in traversing the distance without discovery, the river being in some

places short pistol shot across, and the enemy keep picket boats below their vessels.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander, Comdg. pro tem. Fifth Division North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Bruner, U. S. Navy, commanding U. S. S. Clematis.

HAMPTON ROADS, *November 5, 1864.*

SIR: You will proceed without delay to the Eastern Bar, off Wilmington, and report to the senior officer there for duty on the blockade as a chaser.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant E. D. BRUNER,
Commanding U. S. S. Clematis, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Campbell, U. S. Navy, regarding the restriction of contraband trade in York River.

HAMPTON ROADS, *November 5, 1864.*

SIR: You will proceed and report to the senior naval officer in York River, and cruise there to prevent smuggling and contraband trade. You will confine yourself to no particular locality, but cruise where your services are most required and your judgment dictates. Do all you can to stop the smuggling carried on there.

Respectfully, your obedient servant,

[DAVID D. PORTER],
Rear-Admiral.

Acting Volunteer Lieutenant D. A. CAMPBELL,
Commanding U. S. S. Stepping Stones, Hampton Roads.

Report of Acting Master Foster, U. S. Navy, regarding an attempted expedition to Washington, N. C.

U. S. S. CERES,
Pamlico River, North Carolina, November 5, 1864.

SIR: Permit me to congratulate you on the happy result of the engagement at Plymouth on Monday last. I have not learned the particulars, but hear you were very successful. I was very sorry to hear of the capture of Lieutenant Cushing, for he is a brave fellow.

Having heard that the rebels had or were about to evacuate Washington, [N. C.], I tried to get up to town this morning, but in consequence of the strong northwest wind having blown the water out of the river I was unable to do so. I came to anchor about 2½ miles below the town. I saw what I took to be a rebel flag at their old headquarters,

but as the wind was blowing toward me I could not distinguish it clearly. They manned two guns at the lower fort, which was all I could see. The rifled 68-pounder on the island appeared to have been removed. Yesterday morning, while proceeding toward Washington, the steamer grounded. I was obliged to throw overboard about 9 tons of coal before I could get off, as the water was falling very rapidly. I shall be obliged to run to the inlet and fill up, which I can do in twenty-four hours.

Very respectfully, your obedient servant,

H. H. FOSTER,
Acting Master, Commanding.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds, U. S. S. Shamrock.

[Telegram.]

HAMPTON ROADS, *November 6, 1864—1:30 p. m.*
(Received 4:25 p. m.)

Susquehanna and *Monadnock* have left. *Colorado* goes in half an hour.

D. D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado.

HAMPTON ROADS, *November 6, 1864.*

COMMODORE: You will proceed with your vessel to sea and cruise outside, between here and the Capes of the Delaware, using your sails principally.

Return here at the end of the fifth day.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore H. K. THATCHER,
Commanding U. S. S. Colorado.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Garfield, U. S. Navy, commanding U. S. S. Banshee.

HAMPTON ROADS, *November 6, 1864.*

SIR: Proceed with the *Banshee* under your command to the blockade off Wilmington, and take your station as set down on the chart given you for duty as a chaser.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant W. H. GARFIELD,
Commanding U. S. S. Banshee.

Report of Commander Macomb, U. S. Navy, repeating his request for calcium lights for the Roanoke River.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 6, 1864.

ADMIRAL: In my No. 4 (dated October 28) I requested that calcium lights might be supplied for the vessels in this district for the purpose of lighting up the mouth of Roanoke River, and thus preventing surprise either by the ram or torpedo boats. Since the capture of this town these lights will be more than ever useful for lighting up the river and preventing the approach, unseen, of torpedo boats.

The enemy captured the boat used by Lieutenant W. B. Cushing and have it up the river. It is reported that she steamed up the Roanoke from Plymouth; if so, she must be in good order.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Escape of a blockade runner into Wilmington, N. C., November 6, 1864.

Report of Lieutenant-Commander Young, U. S. Navy, commanding U. S. S. Maratanza.

U. S. S. MARATANZA,
Western Bar, off Wilmington, N. C., November 7, 1864.

SIR: I have the honor to enclose extracts from the log books and reports * of commanding officers belonging to this division of the North Atlantic Blockading Squadron, in reference to the escape of a large, two-smokestack, side-wheel steamer, bound into Wilmington. The circumstances as near as I can get at them were as follows: At about 8:15 p. m., while cruising on night station, saw a rocket fired in a northwesterly direction, traveling easterly; saw several flashes of guns apparently from two vessels in chase to the eastward, close in under Oak Island. I immediately hauled in to the northward, so as to command the main channel with the guns. We discovered a side-wheel steamer lying, as near as I could judge, broadside to beach, but could not distinguish whether she was on shore or not, she being some quarter of a mile to the westward of the wreck of the *Georgiana McCaw* and directly under the fire of Fort Caswell and Bug Light batteries. The night being very bright and clear, and the moon to the westward of us and defining our position, [we] were opened upon from Fort Caswell and shore batteries to the westward, the shell exploding beyond and some of the Whitworth striking close alongside. I tried the range of my 100-pounder rifle, but did not succeed in striking the runner. I ran down to the westward to communicate and concert measures for the runner's destruction by boats. After speaking the steamers *Aries*, *Britannia*, and tug *Eolus* steamed back for station, they following and closing in on the position of the runner. When I reached my station the steamer had her fore staysail set and apparently a steam tug towing her bows around so as to point her over the bar, and as the

* Reports of the U. S. steamers *Bignonia*, *Britannia*, *Dumbarton*, and *Nansemond* omitted as unnecessary to publish.

moon disappeared about this time we lost the run of the vessel until she was seen under the guns of Fort Caswell, inside the bar. I would state, from the early hour of the night taken advantage of by the runner, that it is my impression that she must have been anchored under the land to the southward and eastward of Lockwood's Folly Inlet and passed the western blockaders before she was discovered.

I would also state that we have eight stations off the bar to keep, and having only seven vessels to perform the duty, we are compelled to extend our lines. I would respectfully suggest that there should be furnished one or two smart vessels to cruise from our most western station alongshore to the southward and westward 20 miles, overlapping Lockwood's Folly Inlet to intercept any runners.

Very respectfully, your obedient servant,

GEO. W. YOUNG,
Lieutenant-Commander, U. S. Navy, Senior Officer Present.

DAVID D. PORTER,
Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Acting Master Lundt, U. S. Navy, commanding U. S. S. Eolus.

U. S. S. EOLUS,
Off Western Bar, Cape Fear River, November 7, 1864.

SIR: I have the honor to report, with much regret, the entrance of a blockade runner over this bar last night. At 8:15 p. m., while patrolling my station, being in 4¼ fathoms water, Bald Head light bearing E. by S., I espied a two-smokestack, side-wheel steamer off my starboard beam, close inshore, making for the bar at full speed. I immediately turned and gave chase, sending up rockets and firing at him with the 30-pounder rifle; but he got in, though I followed him until the shot and shell from the rebel batteries fell close around me. While firing the last shell from the rifle the lock blew partly off and at the same time the vent of the 24-pounder howitzer got clogged, and I stopped to repair damage. Meanwhile saw that the blockade runner had run aground. Stood to the westward and communicated the same to the U. S. S. *Aries*, and returned in company with her toward the bar, when it appeared as if the U. S. S. *Bignonia* was aground near the blockade runner. Stood in to within half a mile of them, and at 10:15 p. m. sent in an officer and 6 men in a boat to reconnoiter and to ascertain if any of our ships were aground. The boat returned at 11:45 p. m. and the officer reported that he stood close in and pulled around the wreck of the *Georgiana McCaw* and ascertained that none of our fleet got ashore, but that while standing in he saw the blockade runner get afloat and enter the harbor. The blockade runner, not being seen in time by any vessel to the westward, and being already so close in to the bar when first discovered by me, it was impossible to head him off and to prevent his entrance.

Very respectfully, your obedient servant,

W. O. LUNDT,
Acting Master, Commanding U. S. S. Eolus.

Lieutenant-Commander GEO. W. YOUNG, U. S. Navy,
Senior Officer Present.

Report of Acting Volunteer Lieutenant Wells, U. S. Navy, commanding U. S. S. Aries.

U. S. S. ARIES,
Off Western Bar, Wilmington, N. C., November 7, 1864.

SIR: I have to report while cruising on night station No. 4, in 5 fathoms water, with Bald Head light bearing E. ¾ S. and Spot Hill N. W. by N., at a quarter before 9 o'clock last evening, I discovered a strange steamer bearing N. N. W., close under the land, steering to the eastward at full speed. I immediately gave chase, opened fire on the stranger, and threw rockets to the eastward, indicating his course. The *Maratanza* and *Eolus* soon joined in the chase and succeeded in driving the stranger aground on the northern edge of the channel. My boats were soon in readiness to board him, but, assisted by a rising tide, he got afloat and ran in before this much-desired object could be accomplished. The moon was shining bright and the tide was about one-fourth flood when the blockade runner ran in. Had my vessel been 1 mile farther to the westward, and other circumstances in this case remaining the same, this runner would never have got into Wilmington.

Very respectfully, your obedient servant.

F. S. WELLS,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander GEORGE W. YOUNG,
Senior Officer Present.

Report of Acting Master Arey, U. S. Navy, commanding U. S. S. Wilderness, regarding the chase of a blockade runner.

U. S. S. WILDERNESS,
Off New Inlet, November 7, 1864.

SIR: I have the honor to report that at 8 p. m. last evening I made a steamer coming out of New Inlet. It was bright moonlight at the time, and the *Howquah* bore N. by E., the *Cherokee* S. S. W. Both vessels were plainly in sight from me. When I thought he was far enough from me to enable me to cut off his return, I started for the channel. He turned back and started for the bar to return at the same time. He got inside the bar before I did. I chased him into 3 fathoms of water, and at the time I gave up the chase I was about three-quarters of a mile from Fort Fisher. The chase returned near the Mound, and I kept him in sight till 1:30 a. m., when it shut in very thick, and I ran into 3 fathoms water and laid there during the night, and at daylight this morning apparently the same steamer got underway and went up toward Wilmington. I am positive that no vessel went in or out of this port last night.

Very respectfully, your obedient servant,

HENRY AREY,
Acting Master, Commanding U. S. S. Wilderness.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S. Navy, regarding the opening of the channel in Trent's Reach.

HAMPTON ROADS, *November 7, 1864.*

SIR: Referring to your communication of 4th instant, in relation to blowing out the channel in Trent's Reach, you are authorized to make requisition on Commander Lynch for anything you may require.

Employ Mr. Maillefert and go ahead as soon as possible, and try to blow out some of the channel if you do not succeed with the whole.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander E. T. NICHOLS,
Commanding U. S. S. Mendota.

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*Report of Commander Clitz, U. S. Navy, commanding U. S. S. Osceola, regarding the chase of the C. S. S. Tallahassee, November 7, 1864.**

U. S. S. OSCEOLA,
Off New Inlet, North Carolina, November 14, 1864.

ADMIRAL: I beg leave to make the following report of extracts from log book of the U. S. S. *Osceola:*

On the 7th instant, at 11:15 a. m., sailed from Beaufort, N. C., with this vessel under my command. At meridian Cape Lookout light-house bore per compass E., distant about 7 miles. At 12:30 p. m. saw a sail bearing S. by W. At 1 saw black smoke bearing S. S. W. Gave chase under a full head of steam. At 1:45 saw more black smoke bearing S. S. W., also saw a steamer inshore. Soon saw two other steamers in chase, the whole of them steering to S. W., and we trying to cut them off and nearing them rapidly. Set jib, foresail, and mainsail. At 2:30 took in the mainsail on account of its making the ship steer badly. Made the steamers out to be three of our cruisers in chase of a rebel privateer or blockade runner. The leading vessels of the pursuers fired at the chase, and the fire was returned, but at too long range to reach. At 3 set the mainsail. The second black smoke we saw proved to be one of our gunboats in chase, a vessel like the *Fort Donelson*, one a boat like the *Quaker City*, and the other a screw steamer like the *Aries*. At 3:30 went to general quarters, cast loose the guns, and prepared for battle. Saw a steamer to the E. N. E. coming up, probably the *Gettysburg*. The steamer we called the *Quaker City* gave up the chase.

From 4 to 6 p. m.: Still in chase; the chase keeping her position ahead, but drawing into the bight between Cape Lookout and Cape Fear, and we trying to cut her off, when she hauled to the southward along the land and we gaining on her while doing so.

From 6 to 8 p. m.: Still in chase and gradually gaining. At 6:15 called No. 1 gun's crew to quarters and fired four shell from forward pivot (100-pounder Parrott), only being able to see the smoke from her smoke pipes against the western sky. At 6:40 lost sight of her in the increasing darkness. Stopped the engine and hove to. Secured the battery.

From 8 to midnight: Heard firing to the northward and eastward, probably the *Gettysburg*, which lasted but for a few minutes. At 8:30

* See also Series I, vol. 3, pp. 308–340.

a steamer passed us, steering to the S. S. W. She showed the night signal of the blockading fleet and we answered. Ship hove to, only steaming ahead occasionally to bring the ship's head to the swell to prevent her rolling so heavily. Sounded occasionally in 10 fathoms water.

* * * * * * *

The vessel we chased was probably the *Tallahassee*.

* * * * * * *

I have the honor to be, your obedient servant,

J. M. B. CLITZ,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, Hampton Roads, Virginia.

Report of Lieutenant Lamson, U. S. Navy, commanding U. S. S. Gettysburg, regarding the chase of a blockade runner, November 7, 1864.

U. S. S. GETTYSBURG,
Beaufort, N. C., November 13, 1864.

SIR: I have the honor to inform you that on the 7th instant, at 2 p. m., off Beaufort Bar, I sighted black smoke to the southward and westward, with the *Osceola*, *Lilian*, and another vessel in chase. We immediately gave chase and gained steadily till dark. When off Masonboro Inlet lost sight of all the vessels and hauled in close to the beach to prevent the chase from turning back.

Soon after saw several rockets in the direction of the fleet, but saw nothing more.

At 12 m. on the 8th instant, in latitude 32° 23′ N., longitude 77° 37′ W., sighted black smoke and chased S. E. till dark, when, it being misty and rainy and nothing to be seen, gave up the chase in latitude 31° 42′ N., longitude 76° 25′ W., having gained about 6 or 8 miles, and the chase 6 miles distant when last seen. She was a side-wheel steamer, bound in.

Our furnaces being constructed for burning soft coal, it is very difficult and sometimes impossible to get as high pressure of steam as is desirable in a chase with the hard and frequently inferior coal we get at Beaufort.

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Report of Commander Spotts, U. S. Navy, commanding U. S. S. Pawtuxet, regarding the chase of a blockade runner.

U. S. S. PAWTUXET,
Beaufort, [N. C.], November 7, 1864.

SIR: In obedience to your order of the 26th of October, I proceeded down the coast. On the 27th, finding that I could not reach the *Fort Jackson's* station until late at night, having very heavy weather at the

time, I ran into the station assigned me, intending to deliver your dispatches to Captain Sands the following day. The engines getting out of order, I did not get down until the 29th; could not find the *Fort Jackson;* remained at her station that night. On the 30th went on the west side of Frying Pan Shoals in search of her; found a quantity of cotton adrift; had picked up 16 bales when, at 3:30 p. m., I discovered a blockade runner, hull down, to the southward and westward. Immediately gave chase, overhauled the *Dumbarton* in chase, gained on her very fast, going 13 knots, and at dark had gotten within about 4 miles of her; soon after dark lost sight of her, but followed on the course until 11 p. m. She was quite a large steamer, side wheel, one smokestack, schooner-rigged, painted light lead color. With one hour more daylight I could have caught her. On the following day I returned to my station. Enclosed please find the track of the vessel.

On the 5th instant ran down to the *Fort Jackson's* station, but saw nothing of her. Will send the cotton north the first opportunity. You will please instruct me in regard to distribution of the proceeds from the sale of cotton picked up, as I understand the Government does not claim one-half, as in other cases.

I arrived here to day; will coal and be at my station to-morrow.

Very respectfully, your obedient servant,

J. H. SPOTTS,
Commander.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Macomb, U. S. Navy, regarding a reconnoissance to Jamesville, Roanoke River.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 7, 1864.

ADMIRAL: I have the honor to report that on the 5th instant I sent the *Chicopee* and *Whitehead* up the Roanoke as far as Jamesville on a reconnoissance, and also to seize any boats, cotton, or supplies belonging to the enemy.

The vessels returned, however, without having seen any batteries or made any captures.

Commander Harrell, of the *Chicopee*, commanded the expedition.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S Navy, to report all movements of the enemy in James River.

HAMPTON ROADS, VIRGINIA, *November 8, 1864.*

SIR: I desire to have definite and recent information of the positions and movements of the rebel fleet in James River.

You will therefore detail two or three smart, active officers to watch them, and direct them to report to me, through you, every movement

of any importance made by any of the rebel vessels, and where they generally lie at night. The object is to know their habits.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander E. T. NICHOLS,
Comdg. Fifth Division North Atlantic Squadron, James River.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Manning, U. S. Navy, to proceed to the Western Bar, delivering orders to vessels.

HAMPTON ROADS, *November 8, 1864.*

SIR: You will proceed without delay to the Western Bar, Cape Fear River, and on your way stop at Beaufort, delivering orders, etc.

You will then find the following vessels and deliver to them the accompanying orders: *R. R. Cuyler*, *Tristram Shandy*, *Gettysburg*, *A. D. Vance*, and *Fort Donelson*.

You will remain off Western Bar until further orders.

Very respectfully,

[DAVID D. PORTER,]
Rear-Admiral, Commanding North Atlantic Squadron.

[Acting Ensign EDW. MANNING],
Commanding U. S. S. Little Ada.

Order of Rear-Admiral Porter, U. S. Navy, to the senior officer off Western Bar, regarding the stations of vessels.

HAMPTON ROADS, *November 8, 1864.*

SIR: Until further orders the *R. R. Cuyler*, *Tristram Shandy*, *Gettysburg*, *A. D. Vance*, and *Fort Donelson* will report for duty to blockade off the Western Bar and return to their original stations as they may be relieved by other vessels.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

SENIOR OFFICER OFF WESTERN BAR, [Cape Fear River].

[P. S.]—As you go out, pick these vessels up from their stations.

Report of Acting Volunteer Lieutenant Balch, U. S. Navy, regarding the movements of two blockade runners.

U. S. S. HOWQUAH,
Off Wilmington, N. C., November 8, 1864.

SIR: I have the honor to submit the following report:

While on my station at 8 p. m. last evening in 4½ fathoms of water, with the Mound light bearing W. ½ S., saw a steamer bearing W. by S.

just to the southward of the Mound light, coming out. He came to the northward as far as the range lights bearing W. ½ N. from us, when he turned and went back, lying in under the Mound. As the moon went down we drew in toward the mouth of the channel. At this time the *Wilderness* bore S. by W. and the *Seneca* N. N. E. I did not lose sight of the strange vessel until 12:30 a. m. At 5:30 p. m. on this evening a steamer came down and anchored in the river to the westward of the Mound. At daylight apparently the same steamer was lying there, and went up the river past Fort Fisher.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. BALCH,
Acting Volunteer Lieutenant, Commanding U. S. S. Howquah.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Commander Macomb, U. S. Navy, regarding troops for the batteries at Plymouth, N. C.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 8, 1864.

ADMIRAL: I have the honor to inform you that General [I. N.] Palmer, commanding district North Carolina, has this day sent 300 troops to garrison the batteries at Plymouth, and he states that should General Butler, to whom he has referred the matter, think proper to hold the place more men will be sent.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, regarding the adjournment of Confederate court at Edenton, N. C., November 8, 1864.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 22, 1864.

ADMIRAL: I have the honor to report that on the 8th instant Acting Master Francis Josselyn went to Edenton, N. C., with the *Commodore Hull* and adjourned, by my orders, a rebel court in session at that place.

Mr. Josselyn says that this was the first court they had held at this town during the rebellion.

Many of the residents of the town have been considered loyal, and treated as such.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Master Josselyn, U. S. Navy, regarding the adjournment of Confederate court at Edenton, N. C., November 8, 1864.

U. S. S. COMMODORE HULL,
Off Edenton, N. C., November 8, 1864.

SIR: I have the honor to report that, agreeably to your instructions, I landed with a detachment of men this afternoon at Edenton and adjourned *sine die* a county court which was in session in the court-house at that place under so-called Confederate authority. This court, the first that has been held at Edenton since the breaking out of the war, the authorities had the impertinence to hold under my very guns. No arrests were made, I having received no order to this effect.

I am, very respectfully, your obedient servant,

FRANCIS JOSSELYN,
Acting Master, Commanding.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of Sounds of North Carolina.

Order of the Secretary of the Navy to Commodore Godon, U. S. Navy, regarding the U. S. steamers Susquehanna and Monadnock.

NAVY DEPARTMENT, *November 9, 1864.*

SIR: Proceed with the *Susquehanna*, in company with the *Monadnock*, to Hampton Roads, and report, on arriving there, to Rear-Admiral D. D. Porter for duty. Do not tow the *Monadnock* unless an emergency should arise which, in your judgment, may require it.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore S. W. GODON,
Commanding U. S. S. Susquehanna, New York.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report regarding the capture of the sloops Reliance and Little Elmer in Mobjack Bay.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 10, 1864.

SIR: Some days since I sent the U. S. S. *Stepping Stones* up to Mobjack Bay to put a stop to the smuggling carried on there. She returned this morning, having in tow two sloops (*Reliance* and *Little Elmer*), captured for attempting to run the blockade.

I enclose copy of report of Acting Volunteer Lieutenant D. A. Campbell, commanding the *Stepping Stones*.

I would respectfully ask instructions where to send vessels captured in this way; they are mostly very small craft, and there will probably be quite a number of them, as there are a great many engaged in the business.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. STEPPING STONES,
Hampton Roads, Virginia, November 10, 1864.

SIR: I have the honor to report that while lying at anchor in the mouth of East River (Mobjack Bay) yesterday at 12 o'clock m. I saw two sloops coming in and steering directly toward the Ware River. I immediately hove up anchor and gave chase, and in the course of an hour I brought them to, after firing three shots. I immediately sent the executive officer on board to search them, but he found no contraband goods on board, and the only excuse the captains could give was that they were bound to York River and ran into Mobjack Bay by mistake. You will see by reference to the chart that a man with ordinary intelligence could not make a mistake like this, as the lighthouse on New Point bore E. S. E., Severn River W. by S., and East River N. N. E. when captured. I therefore tow the vessels to Hampton Roads and deliver them up to you, as I consider them prizes to the Government. The names of the sloops are the *Reliance*, of Middletown, N. J., William Ravat, master, and the *Little Elmer*, of Bayonne, N. J., Thos. Osborn, master.

Very respectfully, your obedient servant,

D. A. CAMPBELL,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

P. S.—By your order I went on shore and saw the provost-marshal and showed him the papers of the vessels. He informed me that the *Reliance* was cleared for Yorktown, but the *Little Elmer* had no clearance, and that neither vessel had any right to go into Mobjack Bay; that it is a blockaded port and has been during the war.

Very respectfully, your obedient servant,

D. A. CAMPBELL,
Acting Volunteer Lieutenant, Commanding.

Report of Acting Volunteer Lieutenant Campbell, U. S. Navy, regarding blockade running from the eastern to the western shore of Virginia.

U. S. S. STEPPING STONES,
Hampton Roads, Virginia, November 10, 1864.

SIR: In obedience to your order, I have the honor to make the following statement in regard to blockade running from the eastern to the western shore of Virginia. During last fall and winter I was sent to eastern shore several times by Acting Rear-Admiral S. P. Lee to obtain information about blockade runners from eastern to western shore, and according to the best information I could obtain it is done in canoes. The rebels keep their canoes sunk in the creeks, and when they want to run the blockade they have their goods all ready, and in the night they get them up, put in their goods, and run into the rivers and creeks in the vicinity of New Point light-house.

Very respectfully, your obedient servant,

D. A. CAMPBELL,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of the Secretary of the Navy to Acting Master Herrick, U. S. Navy, commanding U. S. S. Western World.

NAVY DEPARTMENT, *November 10, 1864.*

SIR: Proceed with the U. S. S. *Western World* to Hampton Roads and report to Rear-Admiral D. D. Porter for duty in the North Atlantic blockading squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master E. HERRICK,
Commanding U. S. S. Western World, Washington.

[Telegram.]

CITY POINT, VA., *November 11, 1864—11:30 p. m.*
(Received 1:45 a. m., 12th.)

Will you leave Washington at noon, or will you be here at that time? I ask because I want to see Admiral Porter if I can get away, and will arrange to meet you at Fort Monroe and come up with you.

U. S. GRANT,
Lieutenant-General.

Hon. G. V. FOX,
Assistant Secretary Navy.

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*Report of Rear-Admiral Porter, U. S. Navy, regarding the pursuit of the C. S. S. Tallahassee.**

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 11, 1864.

SIR: I have received numerous reports from the different vessels in pursuit of the rebel privateers, and the latter have been constantly chased and fired into, but without capture so far. The *Chickamauga*,* I think, was chased on the 8th off Beaufort, and when last heard from vessels were in pursuit. She has been sighted and chased five times. I am in hopes she may be yet caught before she gets in. The rebels have, I think, been driven from the Northern coast.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Macomb, U. S. Navy, transmitting copy of Confederate letter regarding the C. S. ram Albemarle.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 11, 1864.

ADMIRAL: I enclose herewith a copy of a letter† from the Secretary of the C. S. Navy to Capt. J. W. Cooke, C. S. Navy, late commander of the ironclad *Albemarle.*

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* The C. S. S. *Tallahassee* entered Wilmington, N. C., on November 7, 1864, and the C. S. S. *Chickamauga* was at Bermuda from November 8 to 15, 1864. See Series I, Vol. 3.

† See Series I, Vol. 10, p. 659.

This letter you will perceive was dated May 26, 1864, and I have lately received information that the vessel referred to therein is now ready to be launched at Halifax, [N. C.].

As there is not water enough in this river, except during the freshets, for vessels of this class to ascend as far as Halifax, I would respectfully suggest that a land force may be sent to destroy this ironclad before she is completed.

I am, sir, respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District of the Sounds, N. Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

List of vessels and stations in James River, November 12, 1864.

Name.	Class.	Station.	Duty.
Onondaga	Ironclad	Dutch Gap	
Delaware	Purchased steamer	do	Picket.
Alert	Purchased tug	do	Do.
Mendota	Gunboat	do	Do.
Eutaw	do	Deep Bottom	
Hunchback	Ferryboat	Curles Neck	
Daylight	Propeller	Upper Turkey Bend	
Commodore Morris	Ferryboat	Lower Turkey Bend	
Commodore Barney	do	Appomattox River	
Commodore Perry	do	do	Repairing.
General Putnam	Side-wheel	do	
Miami	Gunboat	City Point	
Dawn	Propeller	Harrison's Landing	
Henry Brinker	Propeller (small)	do	Patrolling.
Samuel Rotan	Schooner	Chickahominy	
Atlanta	Ironclad	Newport News	
Young America	Tug	Patrol boat	Repairing.

Report of Commander Nichols, U. S. Navy, regarding the enemy's vessels in the James River.

U. S. S. MENDOTA,
James River, November 12, 1864.

ADMIRAL: Your letter of the 8th instant, desiring definite information about the position and habits of the enemy's vessels on the river is received. In reply I would state that from the best information I have at present, their usual position is about 10 miles by course of the river above Trent's Reach. They were formerly lower, but moved up when General Butler's batteries opened on them, and since the blowing up of the *Albemarle* have moved up again. At night one of the ironclads comes below the other two (distance not known) and goes up again about 4 a. m. She is always accompanied by one and sometimes two propeller gunboats, who keep underway below her, and two rowboats rowing guard below them again. This information I get partly from army people and partly from verbal report of an officer I sent up on land to reconnoiter, but I think he also got most of his information from army people. I will, however, send officers up at night and try to obtain more definite information. The river in some places is quite narrow, not more than 400 feet, and all the port side going up is securely picketed by the enemy and I presume also on the starboard, from the point where our picket line terminates. The pickets are immediately on the river bank and within talking distance of ours. There is a regular

tide here, six hours each day, except after rains, when the ebb lasts longer and the strength [is] accelerated. Average strength of tide about 1½ knots. I shall be able in a day or two to give you more definite and particular information of the locality, movements, etc., of the enemy's vessels.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander, Comdg. pro tem. Fifth Division North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Webb, U. S. Navy, commanding U. S. S. Fahkee, to proceed to duty at the Western Bar.

NOVEMBER [12], 1864.

SIR: You will proceed without delay to the Western Bar, off Cape Fear River, and report to the senior officer there as a bar blockader. You will use your coal very carefully, that you may not be obliged to be absent from the bar on the dark time of the month, and to avoid that, if necessary, coal at Beaufort going out.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Master F. R. WEBB,
Commanding U. S. S. Fahkee.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding blockade duty.

HAMPTON ROADS, *November 13, 1864.*

SIR: You will proceed without delay to your station off the Eastern Bar, Cape Fear River, carrying out the directions in General Order, No. 18, as far as practicable. You are not to consider yourself as tied down to the bar, but cruise off and on either on the Bermuda line or on either side of it, as the runners may seem to come in or go out, using your discretion, but showing yourself off the bar at times near sunset, and run out as occasion may require after dark.

I do not approve of using rockets so much to indicate the direction the runner is going; they can do the same, only they can throw the rockets in the wrong direction. Do not fail to make the vessels chasing show a red light over the stern in a box. This will be the best guide for those behind and prevent our vessels being fired at. I will soon have some rockets that the runners can not imitate; until then use those you have as sparingly as possible.

The following are the vessels stationed on the bar at the east entrance: *Alabama, Howquah, Wilderness, Kansas, Agawam, Niphon, Clematis*, a tug to be sent there, and three others.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain O. S. GLISSON,
Commanding Santiago de Cuba, Hampton Roads.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Keystone State, regarding a blockading cruise.

U. S. S. KEYSTONE STATE,
Off Beaufort, N. C., November 13, 1864.

SIR: I have the honor to report my return to Beaufort after a cruise of thirteen days on the line of blockade duty assigned me. For the first week, from the 2d of November to the 6th, I had consecutive gales from the southward and eastward and northward and westward, during which the ship leaked considerably in her spar deck and upper works.

I sighted nothing, except our cruisers and a few sailing vessels, until the 10th instant, when, at 8:30 a. m., I made a steamer from the masthead and stood for her. The steamer continued slow steaming, showing no smoke, pursuing her course across our bows to the westward, we standing about S. S. E. until I was 6 miles off, when her course was changed to S. by W., and she commenced throwing out puffs of black smoke from one chimney. It looked very much like a banter of speed. The *Keystone State* was put to her utmost speed, carrying 25 pounds of steam (all that could be carried with safety) and making 14½ revolutions per minute. I succeeded in getting 10½ knots per hour, which was the utmost I could drive the ship. The chase, finding that she did not run away from us, fired up on her other boiler, showing smoke from the second chimney, when she moved away from us, steaming at about 13 knots per hour.

I followed up the chase for 90 miles, being then run out of sight for more than an hour, and night coming on, gave it up, chagrined, and repaired to my position.

The result of this chase has led me to bring to your notice the deterioration of speed in the ship, not with any view of complaint, but that it may be suggested, by your better experience and judgment, what should be done to get her up to her former speed. I am convinced that the condition of the ship's bottom is the material cause. It was covered with metal, and not copper, in 1861, by this time worn away, and I could see, as the ship would rise to the sea, on the flare of the bow many places where the metal was hanging loose. With the same steam and making as many revolutions during the summer she could have come up to 12 knots. The speed is in the ship, and I think with new copper and some repairs to the machinery, involving sixty days, she can be put in running order. With a smooth bottom, the engine in good order and carrying 30 pounds of steam, I will guarantee that I will get 14 knots out of the ship.

During the chase I was running with only 80 tons of coal, ten days' provisions, and 3,000 gallons of water in the ship, flying light, a good topgallant breeze blowing from the southward, and smooth sea ahead. Running under the most favorable circumstances and making so little speed convinces me that the cause lies in the roughness of the ship's bottom. When the ship was turned over to me by Commander Peirce Crosby he mentioned that latterly there had been a great falling off in the speed of the ship, and in his judgment he attributed it to the same cause I have reported to you, viz, the defective state of the bottom.

The chase was a side-wheel steamer, two smokestacks, her gaffs on deck, jaws lowered and peaked above the rail, with a hooded forecastle extending to her foremast, arched considerably above the rail of the ship—I think a vessel of about 600 tons.

Very respectfully, your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw, to proceed to Beaufort, N. C.

HAMPTON ROADS, *November 14, 1864.*

SIR: You will proceed with the vessel under your command to Beaufort, N. C., and discharge the monitor ammunition you now have on board, after which you will coal up and proceed to your station off Wilmington. Be sure to be there before the dark time of the month.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. C. BEAUMONT,
Commanding U. S. S. Mackinaw, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding a vessel for repairs.

HAMPTON ROADS, *November, 14, 1864.*

SIR: You will send up any one of your vessels that you can best spare for repairs. I will send the *Mattabesett* to relieve one of the double-enders.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, U. S. S. Shamrock.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report recommending the raising of the C. S. ram Albemarle and U. S. S. Southfield.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 14, 1864.

SIR: I have the honor to enclose herewith a report from Commander Macomb, dated Plymouth, November 6, 1864, in which he expresses the opinion that the wrecks of the *Albemarle* and *Southfield* can be raised. I concur with him in this, and respectfully recommend that a contract be made and a party be sent down with the necessary apparatus for doing the work as soon as possible. I think that will prove the cheapest and most expeditious method.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 6, 1864.

ADMIRAL: I respectfully request to be informed whether you desire me to hold or evacuate Plymouth. From the strength of the land

defenses, I should judge that a few troops could easily hold them, provided we hold the river. Two or three ferryboats with heavy batteries could effect this, and thus the necessity for keeping the double-enders in the sounds would be removed, and they might be otherwise more advantageously employed. Should you think it advisable to hold the position, it will be necessary that troops be sent here, as General Palmer, commanding District North Carolina, informs me he had not sufficient force at New Berne for that purpose. Should you think best to evacuate, please inform me what disposition to make of the ordnance and ordnance and other stores captured.

I would also respectfully ask, What is to be done with the ram *Albemarle?* I think she might be raised, were the proper submarine and raising apparatus sent out here, at small expense, and would prove a valuable vessel in our Navy. If, however, you think otherwise, I consider that it would be dangerous to leave her in her present state, for the rebels would certainly make use of her armor, and therefore that she ought to be completely destroyed. The steamer *Southfield* might also be raised by the same apparatus. Her engine was a very fine one.

I have had the guns in all the batteries except Fort Williams spiked and dismounted, to prevent the enemy from using them should he attempt a recapture. Fort Williams is held by a garrison of soldiers, assisted by a detail of men from the ships. It commands the approaches to the town by land.

I am, sir, respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, requesting instructions regarding the disposition of schooners used as obstructions in the Roanoke River.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 14, 1864.

ADMIRAL: There are sunk in the river at this place, besides the ram *Albermarle* and the steamer *Southfield*, three schooners, with which the rebels blockaded the channel when we attempted to ascend the Roanoke on the 29th October.

I respectfully request to be informed whether the above are to be considered prizes, and also what disposition is to be made of the schooners.

The barricade below the town still remains, and has been strengthened, to prevent the enemy's torpedo boats from passing, and another has been made above the town and fleet.

I am, sir, very respectfully your obedient servant,

W. H. MACOMB,
Commander, Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Nichols, U. S. Navy, regarding postponement of the opening of canal at Dutch Gap, James River.

U. S. S. MENDOTA,
James River, November 15, 1864.

ADMIRAL: I this evening received information from M. Maillefert that it was intended to-morrow to blow out the bulkhead at the up-river end of the canal. As the force in the river is altogether inadequate to make use of the canal, provided it be a success, and the opening gives the enemy a chance to send down torpedoes and torpedo boats, or even to bring down his own ironclads, I addressed a letter to Brigadier General Ludlow, in charge of the work, requesting him to postpone the opening until I could communicate with you on the subject. I am now engaged in studying the habits of the rebel vessels at night, and it appears to me that the opening of this canal will certainly induce them to materially change their night arrangements and render it necessary to study them out again.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander, Comdg. pro tem Fifth Division, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Faucon, U. S. Navy, commanding U. S. S. Montgomery, to proceed to blockade duty off Wilmington, N. C.

HAMPTON ROADS, *November 15, 1864.*

SIR: You will proceed without delay, running under canvas and saving coal, to your station off Wilmington as a chaser. You will study the printed directions given to blockaders and observe them closely. Do not fail to make the signal by steam whistle for the course the runners steer; and fire alternate grape and shell when in grape distance (250 yards), particularly at night.

Direct the *A. D. Vance* to resume her station.

Respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant E. H. FAUCON,
Commanding U. S. S. Montgomery.

Report of Lieutenant-Commander Watmough, U. S. Navy, making suggestions regarding the blockade off New Inlet.

U. S. GUNBOAT KANSAS,
Off New Inlet, November 15, 1864.

ADMIRAL: Having been at this bar nearly eight months, my experience tells me there should be at least one small, swift vessel patrolling the coast, close in of nights, for 3 or 4 miles above the bar toward Masonboro. Runners in many cases coming down the shore, and getting in the "pocket" under the fort are unseen by the bar vessels, and

slip in about the time they are obliged to haul off. Such a vessel as the *Lilian* would suit there admirably. The *Cherokee* I would like to reserve for similar duties along Smith's Island and the shoals to the southward of Sheep Head Rock. The *Howquah*, *Clematis*, and *Wilderness* are admirable for the bar and Swash channels and the intervening space between, and all sufficient for the purpose. The *Alabama*, a large side-wheel steamer, is of little or no use in here; she is too large an object for inshore cruising, and I respectfully suggest, as she is reported a 13-knot steamer, that she be sent outside, and one of the smaller and slower gunboats, such as *Seneca*, be sent here in her place.

Such an arrangement will make the blockade here pretty strong at all points, and by judicious management about coaling them, I trust never to have more than one absent at a time.

Captain Clitz leaves to-day to coal and resume his station offshore.

I am, sir, very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander, Senior Officer Present.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Captain Berrien, U. S. Navy, commanding U. S. S. Monadnock, regarding the cruise of that vessel from Hampton Roads to New York and return.

U. S. S. MONADNOCK,
Hampton Roads, November 15, 1864.

SIR: Referring to your letter of the 14th instant, calling for a report of the performance of this vessel on her passage between this port and New York and the return passage, I have the honor to state that the *Monadnock* was taken in tow by the *Susquehanna* at 3 p. m. on the 6th instant, both vessels steaming and making about 7 miles per hour, excepting on occasions when the engines were slowed for the purpose of sounding, etc.

The light-boat off Sandy Hook was reached at 5 o'clock on the morning of the 8th instant, in a dense fog, and here the *Susquehanna* anchored for a change of weather. During the entire run from Hampton Roads to Sandy Hook the sea was quite smooth. The forward and after hatches of the vessel were closed to keep the water out, but the engine-room hatch remained open all the way. The engines worked well, averaging 48 revolutions with 20 pounds of steam, which was found to be just sufficient to keep the towing hawser moderately taut, and to favor the steering. In the afternoon of the 8th instant the fog in question cleared away, the *Monadnock* cast off from the *Susquehanna*, and steamed into the harbor of New York, making at times 7 knots per hour, and anchored at 6:30 p. m. between Bedloe's Island and the Battery.

On the morning of the 11th instant the *Susquehanna* and *Monadnock* got underway and went down to the anchorage at Staten Island. At sunset weather fine. Both vessels got underway and proceeded to sea, the *Monadnock* not in tow, making 7 knots per hour. On the morning of the 12th instant there was a fresh breeze from the southward; it was found necessary to close all the hatches, as the sea was breaking completely over the *Monadnock's* deck, and at times, while driving her pretty well into it, the sea would curl well up the turrets and the spray

fly over the tops; it was thought advisable to go into the Delaware Breakwater, which anchorage was reached at 4 p. m.

Left the breakwater at 8 o'clock on the morning of the 13th instant, and steamed down the coast at the rate of 7 miles per hour; wind northwest and freshening. The passage from Chincoteague to Cape Henry was exceedingly rough; there was considerable sea although the gale was offshore. The ship behaved well, all things considered; the rolling, however, was such as at times to cause anxiety for the boats. The sea broke completely over the vessel, curled up the turrets and occasionally threw the spray inside, but no water of consequence got below. All this time the engines were working well at 63 revolutions per minute, with 25 pounds of steam, and the ship making good progress, say 6 knots an hour, toward her destination.

In conclusion, I beg to say that the *Monadnock*, though buoyant at all times for an ironclad vessel, is particularly so with but 200 tons of coal on board instead of 300 tons, which latter quantity is her full complement of fuel. I would further say that, from what I know of the *Monadnock*, I believe under favorable circumstances she will go 8 and 9 knots per hour, but not any more.

I have the honor to be, sir, your most obedient servant,

J. M. BERRIEN,
Captain.

Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads

[Endorsement.]

From all accounts this is the best monitor afloat, and can safely and expeditiously go anywhere, and in any weather.

D. D. P[ORTER].

[Telegram.]

WASHINGTON, *November 16, 1864.*

See if you have any shaky steamer that will carry 300 tons. It will save time. Otherwise I will get a blockade runner. We will go on with this. General Butler left this evening and will cooperate.

G. V. FOX,
Assistant Secretary of the Navy.

Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Huron, to proceed to duty off Western Bar Inlet.

HAMPTON ROADS, *November 16, 1864.*

SIR: Proceed without delay to the Western Bar entrance to Wilmington, N. C., and take a position there to enable you to act efficiently as a chaser or header off.

Try and remain on the blockade during the dark of the moon, and coal up during the light of the moon.

Pay particular attention to night signals, whistles, etc., and do not trust anyone who shows a flash light without requiring him to make other signals.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander T. O. SELFRIDGE,
Commanding U. S. S. Huron.

Report of Lieutenant-Commander Belknap, U. S. Navy, commanding U. S. S. Seneca, of arrival at Hampton Roads.

U. S. S. SENECA,
Hampton Roads, Virginia, November 16, 1864.

SIR: I have the honor to report the arrival of the vessel under my command at this anchorage from the blockade off Wilmington via Beaufort, N. C., in tow of the U. S. S. *New Berne*, the forward main engine being disabled.

Very respectfully, your obedient servant,

G. E. BELKNAP,
Lieutenant-Commander, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads.

Report of Commander Macomb, U. S. Navy, regarding reconnoissances in the Roanoke River.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 16, 1864.

ADMIRAL: Since the reconnoissance up the Roanoke made by the *Chicopee* on the 5th instant, reported in my No. 15, two others have been made in the same direction—one by the *Whitehead* on the 9th instant, and another by the *Louisiana* and *Belle* on the 14th. No signs of the enemy were seen as high up as 4 miles above Jamesville.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admi D. D. PORTER,
. mmanding North Atlantic Squadron.

Letter from Brigadier-General Ludlow, U. S. Army, to Commander Nichols, U. S. Navy, agreeing to postpone the opening of canal at Dutch Gap, James River.

DUTCH GAP, [VA.], *November 17, 1864.*

SIR: I have the honor to acknowledge the receipt of your communication of the 15th instant, and would state that the canal has now reached that point of completion when but little work is needed to finish it; that the mine is prepared to blow out the bulkhead at its northern terminus, and all that is necessary to do is to charge it with powder. Preparing the mine for the explosion is but a couple of days' work,

and the firing it should not be delayed, for fear that the powder be deteriorated by the dampness of the earth.

In your communication you request time to communicate with the admiral in reference to the danger from the rebel ironclads descending the river via the canal, and the necessity of strengthening the fleet now in these waters, in order to meet such a contingency. Unwilling to endanger the safety of the army and the shipping in the James River below this point, and thoroughly appreciating the facility with which the rebel fleet might pass through the canal, I will not open the channel entirely until I receive further communication from yourself.

Very respectfully, your obedient servant,

B. C. LUDLOW,
Brevet Brigadier-General, Commanding Post.

Captain ED. T. NICHOLS,
Commanding Fifth Division, North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Sassacus, to proceed to duty off Eastern Bar.

FLAGSHIP MALVERN,
Hampton Roads, November 17, 1864.

SIR: You will proceed without delay to the Eastern Bar and remain off there as a chaser until I relieve you. You will take on board Mr. Bradford, of the Coast Survey, to whom you will give all assistance in getting a course of soundings, of which the chart is now deficient.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander J. L. DAVIS,
Commanding U. S. S. Sassacus.

Report of Lieutenant-Commander Watmough, U. S. Navy, regarding the absence of vessels from the blockade.

U. S. GUNBOAT KANSAS,
Off New Inlet, November 17, 1864.

ADMIRAL: I have a certain force to keep up this blockade with and I endeavor to so arrange it that not more than one will be absent at a time for coal. At present there are two absent; the *Howquah*, the third, will have to go this evening. The *Alabama*, one of the two, left here on the 12th to tow the *Seneca* (disabled), with orders to fill up with coal and supply herself with anchors, returning as expeditiously as possible. Her commanding officer, after reaching Beaufort, sent me a verbal message that some pipes had arrived and that he would not begin to coal ship until to-day, the 17th, as he would be occupied fitting them. He has now been absent five days. The *Cherokee* left on the evening of the 14th, with positive orders to return here to-day. She has failed to comply with these orders, and necessitates the inlet being left with but three vessels. The fault lies in the commanding officers failing to attach due value to orders and to the exigencies of the service they are upon, and I fear until they receive some startling admoni-

tion through examples made all efforts at anything like system will prove fruitless.

I respectfully submit these cases to your action.

I am, sir, very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander, Senior Officer Present.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Arnold, U. S. Navy, commanding the U. S. S. Otsego, regarding reconnoissance to Jamesville in the Roanoke River.

U. S. S. OTSEGO,
Off Plymouth, N. C., November 17, 1864.

SIR: I respectfully submit the following report:

In obedience to your order of this date, I proceeded in the *Otsego*, under my command, accompanied by the *Ceres*, Acting Master H. H. Foster, commanding, up the Roanoke River as far as Jamesville, at which point I was informed by the pilot accompanying me that the *Otsego* could not, without great difficulty and much time, proceed farther owing to the abrupt turns of the several bends between that place and Williamston, which I originally started to reach, if possible to do so, and return to Plymouth before dark. Being satisfied from my own knowledge of the river, derived from an examination of a chart (confirmed by that of the pilots), that I could not reach Williamston before dark, if at all, I ordered Acting Master H. H. Foster, commanding the *Ceres*, to proceed up the river farther in his vessel and examine the bends referred to, make a reconnoissance, capture all supplies he might see on the river's bank—cotton, etc.—destroy all boats or anything else which might be useful to the enemy, and collect such information as would be of service to us, and return and report accordingly in time to permit of our reaching Plymouth by dark. The reconnoissance, conducted with intelligence, confirmed the opinions previously expressed by the pilots that if it was not impossible for the *Otsego* to reach Williamston, it would require at least an entire day to do so. As your instructions forbid me to remain away from Plymouth during the night, and I could not reach Williamston without doing so, I have returned to report. We saw nothing in our reconnoissance to capture or destroy. At Jamesville we captured a rebel soldier, whom I send to you, and obtained from parties on the banks of the river information that there were two regiments at or about Williamston, commanded by Colonel Whitford; that there were troops between Jamesville and Williamston, back from the river bank a few miles, but how many they could not say, and that there was a cavalry picket half a mile from Jamesville on the main road leading to Williamston of 8 men. I also learned that the enemy are strongly fortifying Rainbow Bluff, but I could not ascertain whether they were erecting batteries between Jamesville and Williamston or not. The *Ceres* went 7 miles above Jamesville, but saw no batteries or troops.

Very respectfully, your obedient servant,

H. N. T. ARNOLD,
Lieutenant-Commander, Commanding U. S. S. Otsego.

Commander W. H. MACOMB,
Commanding District Sounds, North Carolina.

Report of Commander Macomb, U. S. Navy, giving information regarding Confederate ram at Kinston, N. C.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 17, 1864.

ADMIRAL: I have the honor to submit to you the following information received through two Union soldiers who have been confined in Southern prisons and have lately made their escape:

Having made their way from prison as far as Kinston, N. C., they met a rebel deserter (of whom they say there are many lurking in the woods), who, on hearing that they intended going down the Neuse River to New Berne, informed them that it would be impossible to do so, as in passing Kinston they would certainly be discovered from the rebel ram lying there with her crew and armament of 4 guns on board, ready to start down the river as soon as the water should rise sufficiently.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District of the Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report regarding the movements of Confederate vessels in James River.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 18, 1864.

SIR: I have the honor to enclose herewith copy of report from Commander E. T. Nichols regarding the movements of the rebel vessels in James River.

The army are going to blow out the bulkhead in the canal at Dutch Gap to-morrow, and I would respectfully request that the torpedo boat now in New York may be sent here as soon as possible to be used against the rebel rams.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

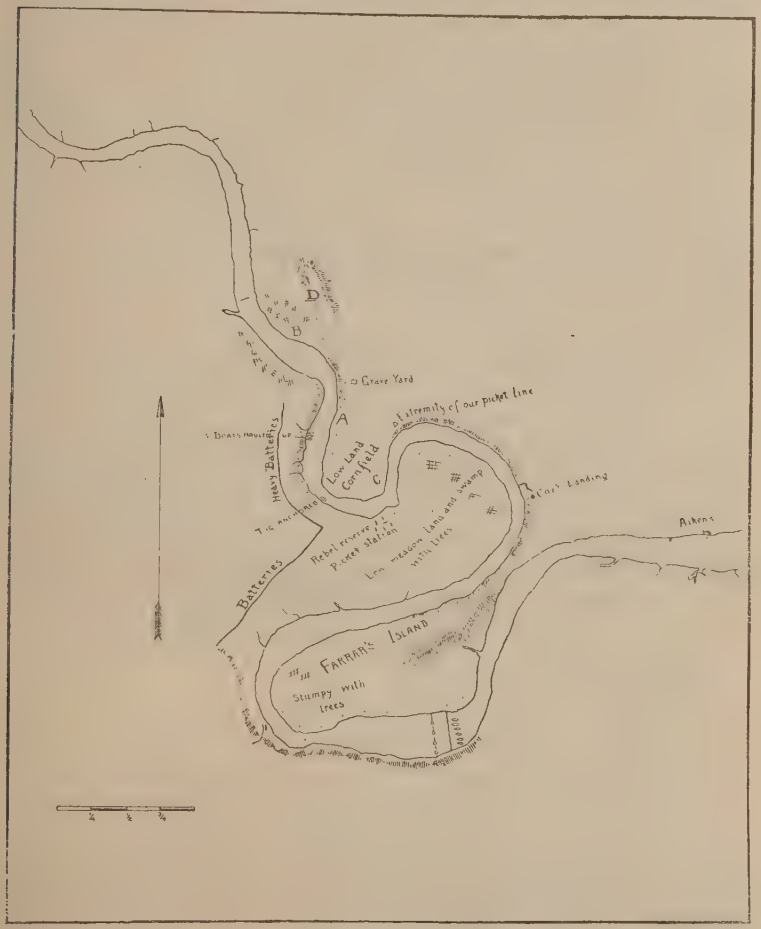
[Enclosure.]

U. S. S. MENDOTA,
James River, November 16, 1864.

ADMIRAL: In obedience to your order to ascertain as accurately as possible the habits and proceedings of the enemy's vessels in this river, I have the honor to make the following report:

On the evening of the 14th Acting Master Lothrop Wight, of this vessel, volunteered his services to make a reconnoissance and proceeded to do so, accompanied by Acting Ensign F. W. Mintzer, commanding picket tug *No. 6*. They succeeded in reaching the bank of the river at or near the point marked "A" on the accompanying sketch. Here they observed one of the enemy's vessels underway, patrolling the river, while a tug had anchored some distance below. Another vessel, which they could not see, but from which they heard the steam escaping, anchored above, about "B," the vessel patrolling. Mr. Wight at

first supposed it to be an ironclad, but was subsequently convinced that she was an ordinary propeller, as he could hear the blades of her screw strike the water as she moved along. She had a spar across her forecastle and another spar extending bowsprit-like from the bow, with a stay to an upright spar near the bow, not a mast. He could not see whether anything was attached to the outrigger. This vessel is probably the one the army have reported as an ironclad, which was in the habit of anchoring there at night, but Mr. Wight says she keeps



underway, only dropping an anchor to swing around by at each end of her beat. All these observations were made before the moon rose; after that, fearing discovery by the pickets of the enemy, who could be plainly seen on the opposite side of the river, he retired; but made his way down again before daylight and examined the banks of the river as far as the point "C" without discovering any sign of obstructions. On the opposite side of the river he saw three boats made fast, two

skiffs and a rowboat, but does not know whether they were used during the night. During the night he heard heavy pounding near where the lowest tug was anchored, but presumes it must have been on board the vessel herself, as he could not see anything on the river or river banks to account for it. He had been informed by army officers that the river banks where he wished to examine were picketed by the enemy, and therefore caution was necessary. He satisfied himself that there were no pickets there the night of the 14th and requested permission to go there again last night. He has returned, and I now give the substance of his latest observations. There are certainly no pickets from the Graveyard round to the point "C," but last night men were landed at two places from the patrol boats, remained a short time, and then retired. The tug came down to the same point as on the night before and two propellers patrolled the river above her, one up and one down, passing each other about abreast of the Graveyard; each patrolling steamer towed a boat with a man in it, and two rowboats were constantly cruising in the river. The vessels all moved up the river this morning before daylight. After daylight Mr. Wight pursued his researches along a road to near a point marked "D," from which he could see the smokestacks of seven steamers over the land. Five were moving up and two remained stationary; these two he feels sure were ironclads. He is certain that neither last night nor the night before did the ironclads come below Kingsland Creek. Opposite the Graveyard, and extending down along the river, are very heavy batteries, quite near the bank. The red dots along the left bank represent the enemy's pickets. Last night Mr. Wight passed most of the time above the Graveyard, and is satisfied that no ironclad was as low as Kingsland Creek. He goes out again to-night, and I will forward to you by mail the result of his further observations. I must commend to your notice the zeal of Mr. Wight in this work. He sits as member of a court-martial during the day, and spends his nights in the field. I am informed that deserters from the ironclads report that they have heavy nets suspended from outriggers extending entirely around them, and below their bottoms, as a protection against the attack of torpedoes.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Comdr., Comdg. pro tem Fifth Division, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S. Navy, regarding the opening of the canal at Dutch Gap, James River.

HAMPTON ROADS, *November 18, 1864.*

SIR: Your communication has been received. Let the army go ahead and blow out their bulkhead, and when they get a vessel through just let me know.

As to rams and torpedoes, they can all be avoided by proper care. Board the rams and keep out torpedo catchers. It will serve to keep the watches on the alert, and the picket boats lively.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander E. T. NICHOLS,
Commanding Fifth Division, North Atlantic Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding measures to be employed in case of injury done to prize vessels or their cargoes after surrender.

NAVY DEPARTMENT, *November 18, 1864.*

SIR: From reports of captures, it is inferred that in some instances articles are thrown overboard after the prize has yielded or surrendered.

After a vessel has surrendered or has ceased to resist, either by abandoning further effort to escape or discontinuing hostile action, it is inadmissible for those in her to throw overboard papers, cargo, or other articles of importance or value, or to injure the vessel in any manner. By doing so they subject themselves to the danger of being fired into, and the captor is justifiable in resorting to such measures, should he perceive unmistakable indications that such a course is being pursued by those on board the captured vessel.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island.

NAVY DEPARTMENT, *November 18, 1864.*

SIR: Proceed with the U. S. S. *Rhode Island* to Hampton Roads and report to Rear-Admiral D. D. Porter for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander S. D. TRENCHARD,
Commanding U. S. S. Rhode Island, New York.

Instructions of Rear-Admiral Porter, U. S. Navy, to Commander Nichols, U. S. Navy, regarding operations in James River.

FLAGSHIP MALVERN,
Hampton Roads, November 19, 1864.

SIR: The *Onondaga*, *Eutaw*, *Maine* [*Miami?*], *Mendota*, *Massasoit*, *Hunchback*, and *Commodore Perry* will take their stations up near the canal [Dutch Gap] when opened, the *Onondaga* lying in the rear of all, with her guns trained on the canal, and the others placed in a position, line astern, that will enable them to fire through the canal. At sunset steam will be kept up for all night, and the chains ready for slipping at a moment's notice.

At sunset all the vessels will go to quarters and prepare for night action. The guns will be loaded with shot and shell, cast loose, pointed toward the canal, and priming boxes kept at the guns. One watch will be kept on the deck at all times, night and day, and the men are to be instructed when they turn out at quarters at night. They must not

wait to dress themselves, but get to quarters with their clothes in their hands. They must be practiced constantly at night quarters.

The strictest discipline must be kept up, and every violation of orders severely punished. Picket launches, with torpedoes ready for service, will be kept in the mouth of the canal ready at a moment's notice to dash through and apply a torpedo to a rebel vessel, and not less than three armed boats will be stationed in the upper end of the canal, to give notice of the approach of boats or enemy's vessels. If boats approach they are to be boarded and carried at all hazards. Arrangements will also be made with the army, by which pickets on the bank can signal to us any movement of the enemy's vessels. The army code of signals will be used, and you must endeavor to obtain an army signal officer.

Direct all vessels in the river to arrest any boat they may see pulling up or down and keep them until the most satisfactory evidence is given that they are friends and out on the river by lawful authority.

All the vessels of your command will rig out torpedo catchers on the bow, as per annexed diagram, or any other plan equally as good.

Let it be understood that if rebel rams do come through the canal every vessel is to run her on board and make fast to her, keeping her ports shut by firing musketry into them. As soon as the vessels are made fast they will let go their anchor and endeavor to hold the ram in that way, having the chains ready to slip in case the fastenings are cut. I am convinced that a superior force will always capture an enemy's vessel in this way.

Recollect to keep lookout boats at the obstructions; at the same time omit no precautions heretofore practiced.

The *Massasoit* and *Commodore Perry* will be up immediately, and the *Western World* will take the place of one of the double-enders stationed below.

She will be up immediately.

No boats will be allowed to leave the vessel after sunset, except on duty, and no visiting in the daytime to our camp.

Previous to the explosion which is to blow out the canal, all vessels will be moved out of the way and dropped below the canal, and the deck ports of the monitors will all be closed until the effects of the explosion have passed.

If the rebels erect batteries opposite the canal the ironclads will drive them away.

If an opportunity occurs, and men are to be found for desperate enterprises, endeavor to have the rebel rams destroyed. The loss of a picket is nothing in comparison to the destruction of an enemy's vessel.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Report of Commander Nichols, U. S. Navy, giving information obtained from a reconnoissance in James River regarding Confederate affairs.

U. S. S. MENDOTA,
James River, November 19, 1864.

ADMIRAL: I have the honor to submit the following report of the proceedings of Acting Master L. Wight last night. He was accompanied by Acting Ensign W. B. Barnes, of this vessel, and Acting Assistant Paymaster S. T. Browne, of the *Onondaga*, both volunteers.

The party succeeded in reaching the river bank in close proximity to the enemy's picket line and near enough to one of the ironclads to get a tolerable good view of her. The vessel answers to the description of the *Alabama* [?], but larger. This one was the farthest down of any and the only one they could positively identify as an ironclad. A short distance above her they could see the loom of a large object, which they supposed to be another. They could not positively say whether the vessel they were nearest to was protected by booms from the vessel herself or not, but could distinctly make out a heavy boom extending entirely across the river below her, forming an angle with the apex downstream, the ends of the boom made fast at the shore, about abreast of the vessel. The vessel lays near the middle of the river, but a little nearest to the north bank, and off each quarter, between herself and the boom, was a dark object, which they supposed to be boats anchored. Two of the patrolling steamers are armed with a pivot gun at each end, one with a pivot forward, and the other apparently unarmed. Mr. Wight does not think the ironclads come below the position in which he saw them last night, which is about half a mile above Kingsland Creek. An army officer informed him that on yesterday a large ten-oared boat came down a short distance below Kingsland Creek and placed something in the river, leaving a stake to mark the spot. Mr. Wight has prosecuted his researches with zeal and energy and under difficulties, and is deserving of credit. He speaks in terms of commendation of those who have been with him, and especially of Acting Assistant Paymaster Browne, of the *Onondaga*.

Major-General Weitzel and Brigadier-General Paine, of the Eighteenth Army Corps, have been particularly generous in giving all aid and placing every facility at the disposal of Mr. Wight for the prosecution of his investigations. I concur with Mr. Wight in the opinion that it is next to impossible to operate against the ironclads by means of boats.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander, Comdg. pro tem. Fifth Division, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to the Assistant Secretary of the Navy, requesting lights for the vessels in James River.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 19, 1864.

MY DEAR FOX: Will you please have sent me without delay ten large locomotive lanterns to put on the monitors and other vessels' bows in James River; they will do better for certain purposes than the other light. If I can get two by next steamer, I will be much obliged.

They talk of opening the [Dutch Gap] Canal to-morrow, and I want to be ready for torpedoes. Our fellows have all got the ram fever up there, and write doleful letters. I tell them I am glad the rams are going to be let loose; it will put some life into them. Please send the lights at once; I may want to use them immediately.

Very truly,

DAVID D. PORTER.

[Telegram.]

NAVY DEPARTMENT, *November 19, 1864.*

Calcium lights promised Tuesday. What draft will do for 300? Rumors that prize will have to be returned. Have telegraphed Butler to hold. *Spuyten Duyvil* leaves New York to-day via canals.

G. V. FOX,
Assistant Secretary.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

BUTLER'S HEADQUARTERS, *November 19, 1864—10 p. m.*
(Received 10:40 p. m.)

I will hold on till I hear from you.

B. F. BUTLER,
Major-General.

Hon. G. V. FOX,
Assistant Secretary of Navy.

[Telegram.]

NAVY DEPARTMENT, *November 20, 1864.*

Your telegram to *Wachusett* can not be sent; line down. You will have to send up a tug, or else send word by the mail boat from Hampton Roads. The general will hold on to the blow up until the *Stromboli* arrives from New York.

G. V. FOX,
Assistant Secretary.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

FORTRESS MONROE, VA., *November 20, 1864—11:30 p. m.*
(Received 11:45 p. m.)

Don't let General Butler stop his explosion on our account. There are vessels enough at the gap to eat up all the rebel rams, and I have put a man there (Parker) who never had the ram fever. The sooner they get through the better, and if we ask them to stop for us, delay may be hurtful.

I think the *Louisiana* will do for our purpose. Have ordered her from the sound to Beaufort, [N. C.], to take out everything but her boilers and machinery.

The material had better be sent to Beaufort at once.

D. D. PORTER,
Rear-Admiral.

Hon. G. V. FOX,
Assistant Secretary of Navy.

Order of Rear-Admiral Porter, U. S. Navy, regarding the U. S. S. Louisiana.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 20, 1864.

SIR: Send the *Louisiana* to Beaufort without delay, and report to me if she can stow 300 tons, in measurement 3,000 barrels, and not draw over 8 feet with all her coal, provisions, masts, guns, anchors, and everything else except boilers and machinery. Let me know if she will stand running in a moderate sea, or how much she will stand; how much water she will make, and, in fact, everything about her.

Read the following signals from the boat code signal book and you will see what I want with her.

* * * * * * *

The vessel should be able to carry 3,000 barrels by measurement, calculating 8 barrels to the ton, and then not draw over 8 feet.

I want this attended to at once.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander W. H. MACOMB,
Commanding District of the Sounds.

Orders of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, commanding District of the Sounds, regarding general matters.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 20, 1864.

SIR: I have written to you several times about matters and things in your district, but from fear you have not received my letters I repeat the substance. Dismount all the captured guns and send them to me. Use all the ammunition that will suit for the vessels under your command. Send here all naval stores, copper, lead, or brass. Leave no rebel guns anywhere that may be captured. Raise the *Albemarle* if possible. Keep communication with me more frequently. Send all the Government-built double enders to Beaufort, N. C., to await my orders. Send the coal that comes in the sounds to Beaufort. Send all rebel dispatches to me without delay. Always let me know what is wanted, and write to me every time you have a chance.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of Sounds.

[Telegram.]

FORTRESS MONROE, *November 21, 1864.*

Picket boat *No. 5* has arrived.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Acting Volunteer Lieutenant Balch, U. S. Navy, regarding the chase of a blockade runner.

U. S. S. HOWQUAH,
Off Wilmington, N. C., November 21, 1864.

SIR: I would respectfully submit the following report: While standing in on my station last evening in 6½ fathoms of water, U. S. S. *Kansas* spoke us. At 6:30 by the *Howquah's* deck timepiece, Mound bearing W. ½ S., ship heading W. N. W., saw the white water of a side-wheel steamer bearing N. W., and going very fast to the N. N. E.; called all hands to quarters and gave chase; at the same time the *Kansas* fired a rocket and gun; we fired two rockets. At 7:30 lost sight of her and returned to our station, the Mound bearing W. by S.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. BALCH,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Guest, U. S. Navy, commanding U. S. S. Iosco, of the capture of the British schooner Sybil.

U. S. S. IOSCO,
At sea, November 21, 1864.

SIR: I herewith enclose duplicate prize lists of the officers and crew of this vessel for the British schooner *Sybil*, of Nassau, New Providence, from Matamoras to New York, loaded with 307 bales of cotton, seized in longitude 76° 52′ W., latitude 33° 18′ N. She purports to be from Matamoras to New York, loaded with cotton. There is no evidence to show that the cotton came from Matamoras on the Mexican side of the river, and labors under the suspicion of having run the blockade. The papers of the vessel are incomplete, and being without clearance from either Mexican or French authority (the French being in possession of Matamoras when she sailed), increases the suspicion that the cotton came from the Texas side of the river. There are no owners' names given to the cotton, but it is principally covered by an insurance under an English policy. New York, to which it is nominally consigned, being merely a port of transshipment, the cotton has therefore been taken *in delicto* from Texas to England. Another ground of seizure is that it is contraband of war, as much as gold, silver, or bills of exchange, being the basis for the Confederate loan and supplies in England. (Refer to Diplomatic Correspondence for 1863, Mr. Seward to Mr. Adams, Mr. Adams to Lord Russell.) The papers of the outward-bound voyage show that the cargo consisted of boxes of hardware and merchandise (which might have been arms). The only clearance consisted of a letter of clearance from a British acting vice-consul, for a vice consul, for the vessel and none whatever for the cargo. The voyage of this vessel from New York to Matamoras has been undoubtedly to supply the rebels through that place and to receive cotton in any way she could get it, taking the coastwise chances for running the blockade.

Very respectfully, your obedient servant,

JOHN GUEST,
Commander, Commanding U. S. S. Iosco.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the U. S. school-ship Sabine.

NAVY DEPARTMENT, *November 22, 1864.*

SIR: The U. S. S. *Sabine* (second rate), being appropriated entirely for a school-ship for the instruction of apprentices, is not to be considered as forming a part of the North Atlantic Squadron, but will anchor off Norfolk, under the command of the commanding officer of the naval station.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *November 22, 1864.*

Six locomotive lights left New York last evening by express.

G. V. FOX,
Assistant Secretary of the Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *November 22, 1864.*

Can you send 150 tons to Beaufort when wanted? Vessel is preparing there for 300 tons.

G. V. FOX,
Assistant Secretary of the Navy.

Major-General B. F. BUTLER,
Commanding Army of the James, Bermuda Hundred, Va.

Report of Commander Parker, U. S. Navy, of his arrival at Dutch Gap, James River, for the command of the Fifth Division.

U. S. IRONCLAD MAHOPAC,
Dutch Gap, James River, November 22, 1864.

SIR: I have the honor to report the arrival of the *Mahopac* at Dutch Gap to-day at 11 o'clock a. m., and that I have assumed the command of the Fifth Division of North Atlantic Squadron.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Ammen, U. S. Navy, commanding U. S. S. Mohican.

HAMPTON ROADS, *November 22, 1864.*

SIR: You will proceed without delay to the New Inlet entrance to Cape Fear River and perform such duty as may be assigned you on the blockade of that entrance.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commander DAN'L AMMEN,
Commanding U. S. S. Mohican.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Ramsay, commanding U. S. S. Unadilla, to proceed to duty off New Inlet.

HAMPTON ROADS, *November 22, 1864.*

SIR: You will proceed without delay to the blockade off New Inlet and act as chaser until the vessels that belong to that bar are on their stations, when you will proceed to your station as marked on the blockade chart.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander F. M. RAMSAY,
Commanding U. S. S. Unadilla.

Report of Commander Macomb, U. S. Navy, of the evacuation of Washington, N. C.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 22, 1864.

ADMIRAL: I have the honor to report that on the 17th instant Acting Volunteer Lieutenant F. M. Green, commanding *Louisiana*, visited Washington, N. C., and reports it evacuated by the enemy on the 11th instant. He says: "They took all their stores with them except one 32-pounder, of 63 cwt., which they spiked and threw down the embankment." The rebel forces are about 9 miles out, between Washington and Greenville. The whole Pamlico region appears to have been abandoned by the rebels. The rebels now hold no position on either sound.

I am, sir, respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, forwarding information regarding Confederate defenses in the Roanoke River.

[U. S. S.] SHAMROCK, *November 22, 1864.*

ADMIRAL: I have just received the following as the mail closes, from two escaped negro soldiers (Union).

At Rainbow Bluff, on this river [Roanoke], the rebels have 10 guns, 4 bearing on the water and 6 on the land. They are mounting more guns. The fort is on the right side of the river (coming down). There are 1,500 troops there. At Poplar Point (2 miles below Rainbow Bluff) there are 200 troops. There are torpedoes 3 or 4 miles below Rainbow Bluff.

Respectfully, etc.,

W. H. MACOMB,
Commander, etc.

Rear-Admiral PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Studley, U. S. Navy, regarding the opening of the port of Norfolk.

FLAGSHIP MALVERN,
Hampton Roads, Va., November 23, 1864.

SIR: The papers announce that the port of Norfolk has been opened for trade. I have received no official notice of the fact. Until I order it you will not permit any vessels other than those employed by the Army or Navy to enter this port to trade.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Master I. B. STUDLEY,
Commanding U. S. S. Young Rover.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island.

HAMPTON ROADS, *November 23, 1864.*

SIR: You will proceed to Eastern Bar and take your station as a chaser, cruising off and on from your position as marked on the chart.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander S. D. TRENCHARD,
Commanding U. S. S. Rhode Island, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the U. S. S. Louisiana.

FLAGSHIP MALVERN,
Hampton Roads, November 23, 1864.

SIR: Send the *Louisiana* to me at once at this place.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander W. H. MACOMB,
Commanding District of the Sounds.

Report of Commander Guest, U. S. Navy, commanding the U. S. S. Iosco, regarding the cruise of that vessel from November 18 to 22, 1864.

U. S. S. Iosco,
Hampton Roads, November 23, 1864.

ADMIRAL: I have to report the incidents of my late cruise as follows:

Left Beaufort 18th instant.

On the 20th, finding defect in engines, determined to return to Beaufort.

21st, seized the schooner *Sybil* (British), with 307 bales of cotton, from Matamoras to New York. Sent her to New York, via Hampton Roads, in charge of Acting Ensign Paul Ware.

22d, in hoisting up boat after boarding vessel, stove the boat and dropped a man overboard, who was rescued.

22d, at 4 p. m., heavy gale from S. W., which continued twelve hours; ship worked and strained to a dangerous degree, steering badly; knocked up starboard guard and lifted hurricane deck; started bolts in waterways and docks, loosened the copper about the water line, opened and split bulkhead, and generally strained her very much. By constant watchfulness and skillful steering I was enabled to keep her head to sea, but to do so was obliged to drive her into it with ten turns of the engine, equal to a speed of 6 knots; she would not steer with less. Had she fallen into the trough of the sea, she would soon have been knocked to pieces.

When the gale broke on the morning of the 22d, my observation showed that I had been drifted by the Gulf Stream to the latitude of Cape Hatteras, which determined me to come here and report to you, instead of going to Beaufort and losing the time which would be necessary to forward report from there and receive your orders.

This vessel I do not consider fit for the blockade for the following reasons: 1st, inability to stand heavy weather; 2d, want of speed, and rolling so that a boarding boat can not be lowered in any sea at all; 3d, she will not steer.

I am, respectfully, your obedient servant,

JOHN GUEST,
Commander.

Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Entrance of the blockade runner Little Hattie into New Inlet, North Carolina, November 23, 1864.

Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot.

U. S. S. PEQUOT,
Beaufort, N. C., November 24, 1864.

ADMIRAL: I have to report that yesterday morning, at a few moments before 8 o'clock a. m., whilst standing to the N. N. E. near land by Stump Inlet, North Carolina, I discovered a white object close to the shore and steered for it. It soon proved to be a two-piped side-wheel steamer, heading to the southward and westward, and I immediately gave chase. The runner stood to the southward and westward. I hoisted colors and numbers and fired a shot across his bows. As he gave no answer, I opened fire upon him at about 8:10 a. m. and continued firing, making black smoke to attract the attention of any

cruisers near by. I continued the chase, making all drawing sail. The chase slowly drew ahead of me, continuing to steam down the coast. I was close inshore and followed her, and at 10:05 a. m. was abreast of Masonboro Inlet, and the fleet off New Inlet, Cape Fear entrance, was plainly in sight from this ship.

I continued firing at the runner, although I could not reach her, with the object of attracting the attention of the blockading vessels.

We were now in sight, with my number hoisted, making black smoke and firing guns, but the blockaders failed to comprehend the chase, and I had the mortification (when close inshore, under the fire of Half Moon battery), at 10:45 a. m., to see the runner enter New Inlet entrance of Cape Fear River, North Carolina, she not being seen by any of the blockaders until she was nearly up to Fort Fisher, and it was too late to intercept her.

The U. S. S. *Kansas* came toward and exchanged numbers with me shortly after I had passed the Half Moon battery.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Commander Spotts, U. S. Navy, commanding U. S. S. Pawtuxet.

U. S. S. PAWTUXET,
At Sea, November 23, 1864.

SIR: Yesterday I ran the coast down from Bogue Inlet to Masonboro Inlet, close in to the land, cruised off Masonboro Inlet last night; met the *Pequot* soon after daylight, standing up the coast. I followed the coast down to the fleet off New Inlet, intending to run the coast up in the afternoon. Just as I arrived there the *Pequot* was discovered chasing a blockade runner down the coast. I gave chase with the rest of the fleet, but failed to cut her off before she reached the bar. Lieutenant-Commander Braine informed me that he found her lying near the land between New River and New Topsail inlets. She must have run in last night, as she was not there yesterday afternoon.

I am, sir, very respectfully, your obedient servant,

J. H. SPOTTS,
Commander.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba.

U. S. S. SANTIAGO DE CUBA,
Off New Inlet, November 23, 1864.

SIR: I have the honor to report to Rear-Admiral David D. Porter that I arrived off New Inlet this morning and anchored at 9:20 a. m., having come in in consequence of a heavy gale of wind from the S. and W. At 10:20 a. m. discovered a vessel under sail bearing N. by W.; made signal 8251 to the squadron to get underway, which was accomplished as soon as possible. The *Kansas* was the first to lead off

and stood in to the land to cut off the strange sail. Soon after the strange sail stood out from the land, being opposite to the Half Moon battery, which opened fire on the vessel under sail, and which proved to be the U. S. S. *Pequot*, in chase of a blockade runner, which, from the peculiar state of the atmosphere, was not seen by our lookouts until she was under the guns of the fort. The time elapsed from the sighting of the vessel under sail was only about thirty minutes until the blockade runner was inside of the bar. As she passed the fort she had the appearance of a vessel coming down the river.

There are so few vessels on this bar that I have ordered Captain Clitz, with the *Osceola*, to remain until the *Sassacus* returns, hoping that it will meet your approbation. It has been blowing a gale of wind nearly every day since I left Norfolk, and I shall be compelled to come up for coal about the 1st of the month. I would earnestly request the admiral to have a permanent divisional officer stationed off this bar, and more vessels are required for bar tenders. There are only eight here at this time—the *Osceola*, *Kansas*, *Howquah*, *Alabama*, *Monticello*, *Cherokee*, *Wilderness*, and *Clematis*, which is disabled. I sail this evening on my offshore station.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas.

U. S. GUNBOAT KANSAS,
Off New Inlet, November 23, 1864.

SIR: I have to report that this morning at 10:05 a. m. a vessel was reported from the masthead on a bearing of N. N. E. The quartermaster was sent aloft and reported he thought it was a steamer with two smokestacks, standing along the land to the S. W. I immediately sent the officer of the deck aloft, who reported it was a vessel under sail, with colors flying at peak and foremast, and that the batteries were firing at her. The signal, "A suspicious sail in sight to the N. N. E." was begun; at about 10:15 spread fires, chain brought to, and the order given to heave up. At 10:20 was underway, standing to the N. W. to head off this sail. At this time the sail was seen from the deck, and I stood under four bells to head her off. After steaming a mile I discovered a two-stack steamer about a mile to the northward of Fort Fisher, standing down along the land, headed inshore, but soon discovered, to our mortification, that owing to the peculiarly rarefied state of the atmosphere the blockade had been broken during the daytime. I then headed up for the stranger under sail, at whom the batteries were firing, and made her out to be the *Pequot*.

I must add here that after our signal was mastheaded the senior officer present, Captain Glisson, made signal for the squadron to get underway, which was immediately obeyed.

Very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Clitz, U. S. Navy, commanding U. S. S. Osceola.

U. S. S. OSCEOLA,
Off New Inlet, North Carolina, November 23, 1864.

ADMIRAL: This morning about 10 o'clock a steamer (probably a blockade runner) was seen close in under the land, and near Fort Fisher.

In compliance with orders received from Captain O. S. Glisson, I have to make the following report:

About a quarter to a half an hour before the signal was made for the squadron to get underway black smoke was discovered bearing N. to N. by E. Soon after a vessel was discovered under sail, which vessel was firing, and the batteries on shore also firing.

The squadron immediately got underway and bore down for the sail, which proved to be the U. S. S. *Pequot*, Lieutenant-Commander Braine commanding. In the meantime the steamer, close in under the land and near Fort Fisher, ran the blockade through New Inlet, eastern entrance to Wilmington, N. C.

The said steamer was not seen until she had reached the position referred to.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Balch, U. S. Navy, commanding U. S. S. Howquah.

U. S. S. HOWQUAH,
Off New Inlet, North Carolina, November 23, 1864.

SIR: I respectfully submit the following report: At 10:30 by the *Howquah's* deck timepiece, lying at anchor in 8½ fathoms of water, with the fleet, consisting of ten vessels, Mound bearing W. ½ S., *Kansas* made general signal 7826. At the same time *Santiago de Cuba* made general signal 8251. Spread fires and commenced heaving in chain. At 10:40 lookout reported a steamer or schooner up the beach, bearing N. W. from us, with the Half Moon battery firing at her. At 10:45 underway, standing in to the westward, with the fleet, to cut off any vessel coming down the beach. The lookout reported a white flag and two smokestacks going in past Fort Fisher.

At the same time, owing to the mirage, the atmosphere was such that it was impossible to make out distinctly objects on shore, only the tops of the trees, Fort Fisher, and the Mound visible. Strange vessel up the beach proved to be the U. S. S. *Pequot*. At 11:20 returned to our anchorage.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. BALCH,
Acting Volunteer Lieutenant, Commanding U. S. S. Howquah.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Alabama.

U. S. S. ALABAMA,
Off New Inlet, North Carolina, November 23, 1864.

SIR: I have the honor to report as follows: This morning at 9:30 a. m. I left my ship at anchor near the other ships of the squadron off the bar of New Inlet to report to Captain Glisson, on board the *Santiago de Cuba*, who had just arrived and anchored near me. At 10 a. m., while in Captain Glisson's cabin, a report was made that a schooner was coming down the land to the northward and eastward and was being fired at by the batteries on shore. A few minutes after the report was corrected by stating a black smoke was being chased by the schooner, and she was firing at it. I hastened on board my ship, which was getting underway (in obedience to signal from Captain Glisson), and asked the officer of the deck what two-pipe steamer it was in sight, and which appeared to be between us and the land, and some distance past us to the westward and nearer the bar. He informed me by replying, "That steamer is coming down the river, sir. I noticed her when she first passed a clump of trees between the coast and the river, and have watched her ever since. She is in the river, sir; her hull is hid by the land." In heaving up my anchor the chain parted and I was soon underway. The vessel under sail inshore was being fired at by the Half Moon battery, but which firing was mistaken by us for an attempt to prevent the U. S. S. *Kansas* from heading off and capturing the sail. We followed the *Pawtuxet* in, and soon saw the stranger haul off for the squadron under American colors. When she exchanged signals with the *Kansas* we found it was the U. S. S. *Pequot*. We followed then the motions of our senior officer and returned to our anchorage, when we were surprised to hear that the steamer seen with two pipes had been chased along the land by the *Pequot*—and made her run in over the bar—right in broad daylight; but it is proper to state that the mirage, or reflection, was so great that it was impossible to make out the true nature of the case until it was too late to remedy it.

I am, very respectfully, your obedient servant,

FRANK SMITH,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Hampton Roads, Virginia.

Report of Acting Volunteer Lieutenant Dennison, commanding U. S. S. Cherokee.

U. S. S. CHEROKEE,
North Atlantic Squadron, off New Inlet, November 23, 1864.

SIR: I most respectfully submit the following report, viz:

At 10:30 this morning, being at anchor in 8¾ fathoms water, the Mound bearing W. ¼ N., Bald Head light-house bearing S. W. by W. ¾ W., I saw a steamer under sail bearing N. by W., apparently close under the land, heading to the southward and westward; at the same time the *Santiago de Cuba* made signal 8251. I immediately slipped and stood toward strange sail, all the fleet getting underway. A few minutes after saw a steamer with two smokestacks and rebel flag flying, apparently near the Mound to the westward. The atmosphere being in such a state,

it was almost impossible for me to distinguish anything close under the land, water and land seeming to blend in one.

The steamer under sail proved to be the U. S. S. *Pequot*.

I am, very respectfully, your obedient servant,

WM. E. DENNISON,
Acting Volunteer Lieutenant, Commanding Cherokee.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Bruner, U. S. Navy, commanding U. S. S. Clematis.

U. S. S. CLEMATIS,
Off New Inlet, November 23, 1864.

SIR: I have to report that while at anchor this morning in 8 fathoms water, at about 10:30 a. m., the officer of deck reported a suspicious-looking vessel coming from the northward. I immediately went on deck to examine it. While doing so the *Santiago de Cuba* made signal for the squadron to get underway. My vessel being disabled, I made signal to that effect, which was answered by the *Santiago de Cuba*.

The strange vessel proved to be a blockade runner chased by one of our vessels, and succeeded in getting into Wilmington.

From where we lay it was almost impossible to see a vessel inshore on account of the great mirage.

Very respectfully, your obedient servant,

E. D. BRUNER,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Master Arey, U. S. Navy, commanding U. S. S. Wilderness.

U. S. S. WILDERNESS,
Off New Inlet, November 23, 1864.

SIR: I have the honor to submit to you the following report: At 10:30 this morning made a strange steamer under sail, very near the land, bearing N. W. by N. At 10:35 U. S. S. *Santiago de Cuba* made signal for the fleet to get underway. I immediately slipped my anchor and started in chase. The steamer made appeared to be in chase, but the mirage was so great that it was five minutes before I made the chase bearing W. by N., steaming for New Inlet very fast, and was so near it as to render it impossible to intercept her. The steamer in chase proved to be the U. S. S. *Pequot*, and while she was steaming along the land I saw the Half Moon and Gatlin batteries open fire on her.

Very respectfully, your obedient servant,

HENRY AREY,
Acting Master, Commanding U. S. S. Wilderness.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Extract from the official diary of Colonel William Lamb, commanding the defenses of Confederate (Federal) Point, with headquarters Fort Fisher, N. C.

November 23, 1864.—Last night was the coldest I have experienced in some time. Ice formed in bucket in Doctor Singleton's house in room with fire. Six blockaders off at sunrise. At 10:45 a. m. steamer *Little Hattie*, Captain Libby, arrived from Nassau, having been chased from northward very closely by a blockader. The fleet of ten vessels did not observe her until too late to cut her off. Eleven blockaders off here at noon. Sixteen off Fort Caswell. This is the largest blockading fleet that I have ever known off the Cape Fear.

[Telegram.]

WASHINGTON, [D. C.], *November 24, 1864.*

There seems a hesitancy about receiving your 150 on account of General D[elafield]'s report against the matter, but you may go ahead, as we will furnish the whole quantity necessary and everything else.

G. V. FOX,
Assistant Secretary.

Major-General B. F. BUTLER.

[Telegram.]

HAMPTON ROADS, *November 24,* [*1864*].

The rebels have been doing mischief at Deep Water light-house. Send down and see what is the matter and protect a steamer on shore there.

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER, U. S. Navy,
Dutch Gap, in James River.

[Telegram.]

BUTLER'S HEADQUARTERS, *November 24, 1864.*
(Received 11:50 p. m.)

Your dispatch received. Will send a vessel immediately.

W. A. PARKER,
Commanding Fifth Division.

Rear-Admiral D. D. PORTER.

Instructions from Rear-Admiral Porter, U. S. Navy, to Commander Parker, U. S. Navy, regarding the affairs of the Fifth Division.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Hampton Roads, November 24, 1864.

SIR: You will issue an order to all the vessels of your command not to employ negroes as lookouts, as they are not fit to [be] intrusted

with such important duty. Also that all lookouts shall be armed with muskets with ball, the musket to be fired once a week.

In a day or two I will send you five locomotive lights, which you will have placed forward in the bows of the monitors and other advanced vessels and kept trimmed. These should light up the whole river. I shall also send up a calcium light, which will show up all intruders. I hope you will be particular in keeping up the strictest discipline in your division.

Have them frequently inspected at quarters, and report monthly to me. When you can't inspect them yourself, send two regular officers to make the rounds. I want you to be particular about this; also in target practice. Don't be afraid to use ammunition, agreeable to regulation.

That division wants a severe overhauling. So many reports come to me, that there must be a screw loose somewhere. They want to know that they have some one over them who will not pass over their neglect.

I am, very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
Commanding Fifth Division, North Atlantic Squadron.

General Order, No. 58, of Rear-Admiral Porter, U. S. Navy, regarding the absence of blockading vessels from their stations.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, November 24, 1864.

Complaints are made to me about want of vigilance on the part of bar blockaders and a want of attention to the orders issued by the officers in command at the bars.

In this matter of blockading, if every officer acted on his own ideas of right and wrong, there would be great confusion, hence the importance of obeying implicitly the orders of the officer in command at the bars.

Hereafter the commanding officer will give written orders to the commanders of vessels he may send to coal, and give them a specified time to return.

Unless broken down entirely, the officers sent away will exercise no judgment of their own in staying away on account of repairs.

If any commander is found to be negligent in this respect, or any other that may endanger the public interests, the senior officer is directed to place him under arrest and send him to me, with charges and a copy of his orders.

The *Alabama* was ordered to proceed on the 12th instant to Beaufort, fill up with coal and obtain anchors and return to her station without delay. Her commander sent a verbal message to the commanding officer at the bar stating that he had stopped to make repairs, which I do not consider were absolutely requisite on the occasion. His explanation to me was not at all satisfactory, and I consider that he was extremely negligent in the performance of his duty.

The commander of the *Cherokee* was equally negligent in not returning at the appointed time.

The commander of the *Eolus* was twice absent from his station, and was the cause of a privateer getting over the Western Bar; all of

which will be remembered and changes made that will insure perfect obedience hereafter.

I look to the commanding officer of the bar to see that all orders are strictly carried out; and he must not hesitate to exercise his prerogative of senior officer to remove anyone whom he finds guilty of a want of vigilance or disobedience of orders; and no case will be overlooked by me when brought to my notice.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, regarding the stations of certain vessels of his command.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, November 24, 1864.

SIR: You will direct the commander of the *Moccasin* to proceed with his vessel to relieve the *Lilian*, and take the position now assigned to the *Lilian* on the blockading chart. Lieutenant-Commander Ramsay, in the *Unadilla*, will be down in a day or two, and will come between Masonboro and the bar.

I send you the *Berberry*, and two more large tugs will soon be sent down, to be placed in such position as you think best. Retain the *Cherokee* until further orders.

I have rebuked three negligent officers in a general order, and you must hereafter do as I have directed to be done to them.

Always write to me freely about your wants, and all recommendations will be carried out. After a short time I will have the right kind of vessels at the bar, but I found none on hand when I came here.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander P. G. WATMOUGH,
U. S. S. Kansas, Senior Officer off New Inlet.

Report of Commander Macomb, U. S. Navy, of the safety of Lieutenant Cushing's signal book.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 24, 1864.

ADMIRAL: I have the honor to report that the boat code signal book, belonging to the torpedo boat of Lieutenant W. B. Cushing, was left by him on board the *Otsego*, and consequently was not captured with the boat by the enemy.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Commanding District Sounds, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, giving information regarding Confederate affairs in the Roanoke River.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 24, 1864.

ADMIRAL: An escaped Union prisoner (negro) has come in from Halifax since I wrote last. He states that the rebels are laying torpedoes in the Roanoke below Rainbow Bluff, at a place called Poplar Point. They have eighteen guns at Rainbow Bluff, the largest of which is a 64-pounder. Poplar Point is about 3 miles below the bluff.

The pilot of the *Albemarle*, whose name is Hopkins, was trying to get recruits for Lieutenant Cushing's torpedo boat to come down and blow up one of the double-enders.

In one of the letters (captured) I sent you by the *Tacony* the rebel force in this place when we attacked was said to be 3,000.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding District of Sounds.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Letter from Colonel Frankle, U. S. Army, to Commander Macomb, U. S. Navy, regarding the importance of holding the Roanoke River as a base of operations and supplies.

HEADQUARTERS FORCES OF PLYMOUTH,
Plymouth, N. C., November 24, 1864.

SIR: Having been informed that you have received orders for the evacuation of Roanoke River by the fleet under your command, and that you are preparing a communication to the admiral commanding relative thereto, I desire to express to you my opinions concerning the importance of this position, and of the gunboats remaining here to aid in holding it. The facilities for communication with district headquarters being so few and uncertain, I have thus presumed to express my opinion, knowing also that you were desirous I should do so.

It is very evident that, should the naval forces leave here, the place must be evacuated by the military, unless the latter were largely reinforced, and even in that event the presence of a few gunboats would at all times add materially to its safety.

The importance of the Roanoke River is apparent. From this place the river is navigable nearly or quite to Weldon, the importance of which place, both on account of its railway connections and communications with the rebel army in Virginia and its water connection with the North Carolina sounds, is evident from the strenuous efforts of our Army of the Potomac to take and hold the continuation of the Weldon and Petersburg Railroad, and the stationing of a large naval fleet in the sounds and hereabouts, continually on the qui vive for rams and other floating craft, which have been, and if the place is evacuated will doubtless continue to be, built upon this river, to the annoyance of the fleet and to the threatening of the various places and posts now held by our forces in this State. The fertility of the Roanoke valley is well known and duly appreciated by the rebel authorities, who depend on it for large supplies for their armies, and who are now making strenuous

efforts to provide against its being taken, by fortifications and concentration of troops. If, therefore, the valley is of so much importance to the enemy, it must be of equal importance to us.

The importance of holding this river as a base of operations and supplies is seen again from the fact that after the destruction of the ram *Albemarle* and the subsequent occupation of the place by our troops the enemy at once withdrew all his troops from other places in the vicinity—Washington, Greensboro, etc.—and concentrated about 40 miles above Plymouth, at and near Hamilton; that they have commenced a very strong line of works at Rainbow Bluff, at which place they have already mounted fourteen heavy guns, which works, it is clear, they propose to continue and extend to insure the security of their important places above that point. At Hamilton, too, it is well known the enemy have partially completed gunboats, as also at Edwards Ferry, and that to hurry these forward they have brought all their workmen from their Government shops at Halifax, and are now using all possible expedition to insure the finishing of these craft. These facts (as I consider them) are as well known to you as to me, since you have received them from the same authority, which appears to coincide in all essential points, as told by the different prisoners, deserters, refugees, etc., and particularly as stated by the fireman of the ram *Albemarle*.

It is further well known to you that the river can be successfully blockaded some 12 or 15 miles above this place by piles, provided a naval force is stationed in the river to prevent the removal of such obstructions, and that such blockade can be thus made effectual against boats or rams of any class. Roanoke River thus held by the Navy, the military force is at liberty to operate on points on the Wilmington and Weldon Railroad, accessible from Plymouth or Washington to Tarboro, by different roads, and with every prospect of success, whenever it shall please the Government to order such advances and operations to be made.

Should the Roanoke now be abandoned, and should it at any future time be deemed necessary to retake it, saying nothing of the inconveniences and perhaps considerable naval annoyance which will doubtless result from its reoccupation by the enemy, it can not be done, save at a great expense of life, and necessitating the employment of a large military and naval force.

Hoping, therefore, that the place may not be evacuated, but that its occupation may be made a fact, believing as I do that good to our cause will be the result of holding it, I have the honor to subscribe myself,

Yours, very respectfully,

JONES FRANKLE,
Colonel Second Massachusetts Artillery, Comdg. Forces, Plymouth.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, to send the U. S. S. Young Rover to the Delaware Breakwater.

NAVY DEPARTMENT, *November 25, 1864.*

SIR: Send the *Young Rover* to the Delaware Breakwater, where she is to remain for the protection of the shipping there. She will while there be considered as under the orders of the commandant of the

navy yard at Philadelphia, upon whom all requisitions for stores and supplies will be made. Direct the commanding officer on arriving at the breakwater to report by letter to Commodore J. B. Hull, commandant at Philadelphia.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *November 25, 1864.*

Can not you meet me about noon on board Porter's flagship at Hampton Roads, Sunday next? I shall be there, anyway, to finally arrange matters.

G. V. FOX,
[*Assistant Secretary of the Navy.*]

Major-General B. F. BUTLER,
Commanding Army of the James, Bermuda Hundred, Va.

Letter from Rear-Admiral Porter, U. S. Navy, to Commodore Adams, U. S. Navy, regarding the reported loss of the schooner L. and R. Smith.

HAMPTON ROADS, *November 25, 1864.*

COMMODORE: The master of the schooner *L. and R. Smith* arrived here this morning and reports the loss, by sinking, of the schooner with 353 tons of coal on board, on the morning of the 23d, about 21 miles eastward of Cape Henry.

All hands were saved, but nothing else.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore H. A. ADAMS,
No. 323 Walnut street, Philadelphia.

Report of Commander Macomb, U. S. Navy, regarding general matters in connection with his command in the sounds.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 25, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 20th instant, and hasten to answer it.

I did receive your letter * of the 8th instant, and would have obeyed its instructions immediately, but that I had previously written to General Palmer to send troops to hold the place, which he had done (as I informed you in my No. 16, dated November 8) before I received your directions; and therefore I concluded to wait for further orders, which I thought you would give when you learned the state of affairs.

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* See p. 26.

I could not dismount the guns on shore and leave the garrison, which I had requested to be sent, without means of defense, nor did I think it was your intention to do so.

I informed you in my No. 12, dated November 6, that the *Albemarle* and *Southfield* might both be raised by the proper apparatus, but without that I do not think they could be gotten up. I think the ironclad ought to be raised to get her out of the possession of the rebels, who, in case this place is evacuated, will certainly raise and repair her.

In reply to your directions to send the Government-built double-enders to Beaufort, I have to state that since the *Tacony* left, in obedience to your orders, the *Shamrock* is the only navy yard-built vessel here.

The guns in all the works except Fort Williams (as I informed you in my No. 12 of November 6) were dismounted and spiked.

The communication with you has been kept up as frequently as possible, but since the mail line through the canal has been broken all letters from the North come by way of Hatteras Inlet and New Berne, and only twice a week, and even in this there was great irregularity.

I send this by Lieutenant-Commander Earl English, who has orders to explain to you more fully the state of affairs here. I shall commence moving the guns from the batteries to-day, so as to be in readiness to carry out your instructions without delay, when I ascertain whether you were, by the receipt of my letters, acquainted with the true state of affairs here when those instructions were written, a doubt as to which fact being the only reason why I have not before done so.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.]

HEADQUARTERS ARMY OF THE JAMES,
November 26, 1864—9: 45 a. m.

Mr. Berney is to show me to-night a little exhibition of his fire apparatus. Please come up this pleasant day and I will go down with you in the morning to meet the Assistant Secretary. I mean to have General Grant here. Come up to the landing on the north side of James just below upper pontoon bridge.

BENJ. F. BUTLER,
Major-General, Commanding.

Rear-Admiral PORTER,
Fort Monroe.

[Telegram.]

FLAGSHIP MALVERN,
Hampton Roads, November 26, 1864.

I will start up to see you immediately.

D. D. PORTER,
Rear-Admiral.

Major-General B. F. BUTLER,
Headquarters.

Report of Commander Parker, U. S. Navy, regarding an expedition to Deep Water light-house.

U. S. S. ONONDAGA,
Dutch Gap, James River, November 26, 1864.

SIR: I have to report that in obedience to your order by telegraph, received on the night of the 24th instant, I dispatched the *Commodore Perry*, Acting Volunteer Lieutenant A. P. Foster, and the *Hunchback*, Lieutenant Commanding J. P. Fyffe, to Deep Water light-house.

The *Perry* got aground in passing down the river, but afterwards got off. Lieutenant Commanding Fyffe reports that he proceeded nearly to Newport News and saw no batteries, and that the schooner reported ashore at Deep Water light-house got off yesterday morning.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander, Comdg. Fifth Division North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Lamson, U. S. Navy, requesting permission to attempt the destruction of the C. S. steamers Tallahassee and Chickamauga in Cape Fear River.

U. S. S. GETTYSBURG,
Off Western Bar, Cape Fear River, November 26, 1864.

SIR: I would respectfully request permission to enter the Cape Fear River and attempt the destruction of one or both of the rebel privateers (*Tallahassee* and *Chickamauga*) now said to be somewhere between its mouth and Wilmington.

For this purpose I would like one of the steam torpedo boats, which could be brought down on a steamer's deck and hoisted out here; but if there should be difficulty in doing this, or if there should be use for all these boats elsewhere, I [will] undertake it in a cutter with muffled oars if you will furnish one or two torpedoes of the kind used by Lieutenant Cushing.

The concussion torpedo for this vessel is rather large for this service (180 pounds), and it is doubtful if the momentum of a small boat would be sufficient to explode it.

These privateers are probably lying near Wilmington, and I am confident of being able to reach them.

Hoping that this proposition may meet your approval,

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant, Commanding.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, regarding the disposition of vessels in the District of the Sounds.

U. S. S. SHAMROCK,
Off Plymouth, N. C., November 27, 1864.

ADMIRAL: The following is a brief account of the disposition of the vessels of this district:

Off Plymouth, N. C.—Shamrock, Chicopee, Otsego, Wyalusing, and tugs *Belle, Bazely*, and *Martin.*

At New Berne, N. C.—Commodore Hull (repairing) and *Lockwood* (unfit for service), and the tug *Hoyt* (repairing). The *Whitehead* and *Hetzel* (both unfit for service) were also there, but I think by this time they have started for Hampton Roads with the *Tacony.* The ordnance hulks *Albemarle* and *Renshaw* (the former of which leaks so badly that to save the ammunition I was obliged to charter a coal schooner to discharge her into), and the late army steamer *Bombshell* (which I have had hauled up on the mud to keep from sinking) are also at New Berne.

The *Bombshell* has a couple of locomotive engines on board which might be turned to account, and I respectfully request to be informed what disposition to make of her. For her condition I respectfully refer you to the report of a survey held on her on the 15th August last, and forwarded to Admiral Lee. A report of survey on the *Lockwood*, dated 31st October, has also been forwarded. The *Louisiana* and *Ceres* relieve each other in the Pamlico River, which they patrol. The sloop *Granite* acts as guard ship at Hatteras Inlet. I would be much obliged if you would refer to a correspondence between myself and Admiral Lee in regard to the wreck of the *Underwriter*, whose boilers are very valuable.

Your two letters of the 24th and 22d instant came, I am told, through the canal; this is much the shortest way of communicating between here and Hampton Roads.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Endorsement.]

A party has made a contract to attend to *Underwriter.* If there is any probability of that new ram I hear of coming down to New Berne, the valuable vessels there should be removed. I do not know whether there is a chance of her getting down, but see that nothing is injured or left there to be injured if she does come.

[D. D. PORTER].

Report of Commander Ammen, U. S. Navy, as senior officer present, of affairs off New Inlet, North Carolina.

U. S. S. MOHICAN,
Off New Inlet Bar, November 27, 1864.

SIR: I have the honor to report my arrival off New Inlet Bar on the morning of the 25th. I found Commander Clitz, of the *Osceola*, senior officer, he having been ordered to assume the direction of affairs by Captain Glisson.

Much prejudice to the blockade, it seems to me, may have been occasioned by a frequent change through the accidental or temporary presence of senior officers, who, I understand, have assumed command for

a short time without a full, local, and personal knowledge necessary to the most effective employment of the disposable force. This has led, I am disposed to believe, to a kind of irresponsible feeling on the part of some of the commanding officers who do not well understand the service, which could not be entertained were one of the officers of the division present at all times as senior officer.

Had I found Lieutenant-Commander Watmough, the senior officer, not having had an intimation from you that it was intended that I should serve in that capacity, I would have felt somewhat embarrassed in assuming control with so limited an experience of the ground and of the material at my disposal.

I have consulted fully with Lieutenant-Commander Watmough and shall endeavor to avail myself as far as possible of his experience, but suggest for your consideration the probable advantage of placing this important point in command of one of the officers of division, for reasons which, no doubt, will be duly weighed by you.

The *Osceola*, *Kansas*, *Maumee*, *Monticello*, *Cherokee*, *Alabama*, *Howquah*, *Wilderness*, and *Clematis* were here on my arrival, and the *Berberry* arrived on the following morning. Owing to a threatening appearance of the weather I directed Captain Clitz, of the *Osceola*, to cruise toward Masonboro Inlet and to return to signal distance this evening when I shall direct him to assume the same position for three days longer. The *Kansas* is nearly out of coal and I shall dispatch her to Beaufort this evening to coal, and send Mr. Bradford (the surveyor) in her, he having completed his instructions on board of the *Wilderness*.

I was surprised to learn of Lieutenant-Commander Parker, of the *Maumee*, that his supply of coal would only last about three days longer for ordinary blockading purposes. This will make her actual effectiveness on the blockade very little, as she arrived only three days ago. The *Alabama* coaled at Beaufort, and, as I learn, after a detention of several days returned without having filled up, from a supposition that she could not cross the bar with the full amount of coal that her captain says her bunkers would carry. I have had the *Wilderness* and *Clematis* supplied with 12 tons of coal each, from the *Alabama*. The *Alabama* shows a large hull and spars, and being much slower than the blockade runners, serves quite a useful purpose to them; her consumption of coal is very great, and her detentions in coal, at least the last time, have been the subject of an official report from Lieutenant Commander Watmough.

Last night at 7 p. m., or thereabouts, we had an alarm of a vessel coming out, steering north, and the commanding officers of the *Howquah* and *Wilderness* seem satisfied that a vessel did come out; the pilot just sent down, however (a Mr. Pucket), was on board of the *Berberry*, and had a shot fired close across her bows, and thinks the blockade runner did not get out.

I trust, if no active operations are near at hand, you will be able to carry out without delay your intention of paying us a visit. Your presence and personal appreciation of the difficulties of the blockade would do much toward rendering it more effective.

Your communication in relation to Acting Volunteer Lieutenant Frank Smith, commanding the *Alabama*, has been received, and the investigation required is in process of execution.

I have the honor to be, very respectfully, your obedient servant,

DANL. AMMEN,
Commander and Senior Officer Present.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squardon.

Report of Commander Ammen, U. S. Navy, as senior officer present, of affairs off New Inlet, North Carolina.

U. S. S. MOHICAN,
Off New Inlet, North Carolina, November 28, 1864.

SIR: In my report of yesterday I did not mention the fact that the night was very favorable for evading the blockade. Early in the evening a mist arose over the land, and later the Mound light was not visible for hours. The captains of the *Howquah* and of the *Wilderness* are quite positive in their opinion that a blockade runner did escape. Last night was also very favorable, but we are not aware of any movement.

I trust your contemplated arrangements for calcium lights and steam picket boats will lessen the number of successful blockade runners. The taking care of such boats will be attended with considerable difficulty in this locality, and unless some large vessel has the means of hoisting them up, I would fear their loss in heavy weather.

I feel assured that the officer in charge here will have arduous employment in keeping the disposable force properly employed, in seeing personally from time to time that every vessel goes on her station at night, and in arranging the details of the vessels and their necessary absence from time to time to coal and provision. If he does this properly he will not be able to be up all night in taking care of his own vessel underway. Vessels with large hulls and heavy masts and yards can not hope, except by accident, to come across these blockade runners, as they see such vessels long before they themselves are visible. If the *Alabama* could not be employed advantageously to hoist the steam picket boats, and her boats be employed otherwise in connection with the blockade, and perhaps as the vessel of the senior officer present, I would consider it unadvisable, for the reasons given in this and my report of yesterday, to retain her on blockading duty.

A suggestion of Lieutenant Marvin, the executive officer of this vessel, I consider as likely to be very effective, for a time at least, if properly carried out.

Owing to the conformation of the land, to avoid the Frying Pan Shoals and to get a good departure, I think nearly all the vessels bound in shoal up their water to find their locality either about Masonboro Inlet or to the eastward. When steering to the westward and southward they have a clear beach and can go close along.

The suggestion is, in placing close off Masonboro Inlet two small vessels for the purpose of serving as (false) Mound and range light, and in the direction of the proper bearing, or nearly, a dim light could be hoisted on board of one of two fast chasers to pass as Bald Head light in the distance.

The manner of occulting these various lights here could be observed nightly, and until their system becomes developed could be repeated the following night off Masonboro Inlet. By screening the light so as to hide them from the shore, many of the blockade runners might become victims before they became aware of the ruse.

Many rockets are required in making various signals. The vessels are short of them, and none can be had at Beaufort. I have therefore to request that a supply be sent, as also blue lights, if the signal for danger be not changed. No blue lights are issued at this time.

Lieutenant-Commander Parker reports his coal out in three days; I therefore dispatch him to-morrow to Beaufort, although he left Hampton Roads after the *Mohican*. I have requested him to inform you fully

by letter of the deficiency in respect to consumption of coal of the *Maumee*, and have recommended him to bring a supply on deck.

I send the investigation in the case of Acting Volunteer Lieutenant Frank Smith, commanding the *Alabama*, by this opportunity.

The *Unadilla* arrived at 2 p. m. to-day. I was glad to learn by Lieutenant-Commander Ramsay that you did not anticipate my being here, but at sea, offshore. I need not say that I think Lieutenant-Commander Watmough a very valuable officer in charge, and that the heavy spars and comparatively large hull of the *Mohican* make her far inferior as an inshore blockader to a common tug. At sea, in heavy weather, if to windward, I could overhaul the best of blockade runners. On the arrival of Lieutenant Commander Watmough I shall carry out what was evidently your intention and go off the Frying Pan Shoals.

The rebels are very busy at work inside the Mound, on batteries, and are to-day practicing on ranges. Lieutenant-Commander Ramsay will do something in the way of useful surveys for your purposes.

I have the honor to be, very respectfully, your obedient servant,

DANL. AMMEN,
Commander and Senior Officer Present.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Parker, U. S. Navy, transmitting statement of deserter regarding the armament of Confederate vessels.

U. S. IRONCLAD ONONDAGA,
Dutch Gap, James River, Virginia, November 28, 1864.

SIR: I have to report that a deserter from the rebel ironclad *Fredericksburg* was sent on board this vessel from our army with a request that he should be returned after an examination.

I enclose herewith the statement of the deserter, Henry B. Craft, a native of Baltimore, after which he was returned to our lines and placed in charge of Lieutenant Cassidy, U. S. Army, commanding pontoon bridge below Dutch Gap, James River, Virginia.

Respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

[Enclosure.]

NOVEMBER 27, 1864.

Henry B. Craft, native of Baltimore, three years in rebel Navy, was cast away near Cape Henry in 1861, in the schooner *Florida*, of Baltimore.

Virginia.—Flagship; Commodore J. K. Mitchell, commanding. Aft, pivot XI-inch gun, Brooke smoothbore; forward, pivot 8-inch gun, Brooke rifle; one gun on each side, 6.4 rifle. Total, 4 guns. Talk of putting two howitzers on spar deck. Commanded by Lieutenant [F. E.] Shepperd; executive officer, Lieutenant [J. W.] Alexander. Spars all around her 20 feet from the sides.

Fredericksburg.—Aft, X-inch pivot gun, Brooke smoothbore; forward, 7-inch rifle, Brooke smoothbore; one on each broadside, 6.4 Brooke smoothbore. Total, 4 guns. Commander, Thomas R. Rootes; executive officer, [A.] Barbot.

Richmond.—Lowest down the river, Wm. [A.] Webb, commanding. Forward, 7-inch Brooke rifle, pivot; aft, X-inch smoothbore, Brooke; one gun on each broadside, 6.4, same as the other; howitzers the same as the others, and spars to be put around her as the others.

The bottoms are of wood.

The *Virginia* is about 240 tons; the *Richmond* and *Fredericksburg* about 200 tons. The complement is about 150 men, but they are short. The crew are dissatisfied. One-half would desert if they had a chance.

The ironclads are at anchor all the time, and the gunboats patrol in the night to Battery Semmes, about 2 miles below the ironclads. The rowboats come down as far as Bishop's, about 2¼ miles below the ironclads; return at daylight, but in foggy weather they have no pickets in the daytime; can not see any pickets on shore.

The crews are not allowed to go on shore or to Richmond. Have plenty to eat and plenty of clothes.

Midshipman [Alex. T.] Hunt and Master's Mate Richard N. Spraggins were in the boat when the crew deserted, and were left in her.

The rebel army is on short rations—1 pint of meal and one-fourth pound of bacon per day.

Drewry.—Wooden gunboat (propeller), 80 tons; 7-inch rifle pivot forward; VIII-inch smoothbore pivot aft; commanded by ——— ———.

Hampton.—Wooden gunboat (propeller), about 80 tons; Commander [J. S.] Maury. VIII-inch smoothbore pivot aft; VIII-inch smoothbore pivot forward.

Nansemond.—Wooden propeller gunboat, 80 tons; Captain [C. W.] Hays. VIII-inch smoothbore pivot aft; VIII-inch smoothbore pivot forward.

Roanoke.—(Old tugboat) propeller gunboat, 65 tons; iron hull; 1 pivot forward, 6-inch rifle. Captain ———.

Torpedo.—Tug; Lieutenant [Ivey] Foreman; two small Parrott pivot 20-pounders.

Beaufort.—Tug; Captain ———. One pivot rifle forward, 32-pounder.

Three tugs on picket and three rowboats, the boats manned from the ironclads.

They have torpedoes ready to apply to boats, but there is no talk of using them.

Virginia's plating 6 inches on sides and 8 inches forward and aft; goes down to the knuckle.

The *Fredericksburg* draws 11 feet, the *Virginia* about 13 feet, the *Richmond* about 16 feet. They were lightened over the bar.

They were much frightened when the *Albemarle* was blown up. Common wood gratings go entirely round the vessels, suspended from spars, to the depth of 10 feet below the surface of the water.

They are lying at single anchor about 10 miles below Richmond. Seven or eight guns at Howlett's.

He was a coxswain, pay $29; seamen, $22.

Respectfully, etc.,

WM. A. PARKER,
Commanding Fifth Division.

Order of the Secretary of the Navy to Lieutenant-Commander Barnes, U. S. Navy, commanding U. S. S. Bat.

NAVY DEPARTMENT, *November 28, 1864.*

SIR: Proceed with the U. S. S. *Bat* to Hampton Roads and report to Rear-Admiral D. D. Porter for duty.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander JNO. S. BARNES,
Commanding U. S. S. Bat, Boston.

[Telegram.]

FLAGSHIP MALVERN,
Hampton Roads, November 28, 1864.

Move the *Saugus* and *Canonicus* up to Dutch Gap.

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
U. S. S. Onondaga, Dutch Gap.

[Telegram.]

HEADQUARTERS PROVISIONAL BRIGADE,
November 28, 1864.

The *Malvern* left at daylight this a. m. So dark and hazy the pilot would not venture last night.

W. A. PARKER,
Commander, etc.

Rear-Admiral D. D. PORTER.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Butler, U. S. Army, advising the capture of Rainbow Bluff, Roanoke River.

FLAGSHIP MALVERN,
Hampton Roads, November 28, 1864.

GENERAL: An officer has just arrived from Plymouth, N. C., having been sent up to inform me of the state of affairs there.

The rebels, after the taking of Plymouth, evacuated Washington, on Tar River, removed all the guns (20 in number) to Rainbow Bluff, on Roanoke River, and are now fortifying that place to prevent the passage of gunboats at high water, which will commence in December.

By capturing Rainbow Bluff we get possession of the entire Roanoke valley, the importance of which you can well estimate. Fifteen hundred troops, out of the 3,000 at New Berne, can be detached on this service without any fear of New Berne being molested, and by a rapid movement Rainbow Bluff can be captured with all its guns and munitions of war.

The troops can land within 6 miles of Rainbow Bluff and take the works in the river. The rebels have 500 men there, anticipate no

attack from us, and could be taken with ease. This will put us in possession of the ram now building at Halifax, [N. C.], an easy march from the bluffs. This move places the Weldon road within striking distance.

I submit this for your consideration. It will require no troops from this quarter, unless you think the move of importance enough to warrant it. The troops, if left at the bluffs, can be supplied by water, and we have light-draft boats enough to lie there to cover them if need be.

It seems to me that to get possession of all the Roanoke valley would be most desirable. By sending gunboats to Winton, we can communicate with Suffolk and Rainbow Bluff at all times, and the large amounts of cotton now lying in that region will all fall into our hands. I have ordered the gunboats to hold Plymouth as long as possible, and now that we have it, all the grain on the Albemarle Sound must be cut off from the enemy.

I hope you will think favorably of this, and I am sure of a handsome thing resulting from sending a strong army force there.

I have the honor to be, general, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General B. F. BUTLER,
Commanding Department Virginia and North Carolina.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Febiger, U. S. Navy, commanding U. S. S. Mattabesett, to proceed to duty at Plymouth, N. C.

FLAGSHIP MALVERN,
Hampton Roads, November 28, 1864.

SIR: Proceed with your vessel when the weather will permit, to the sounds of North Carolina and report to Commander Macomb at Plymouth for such duty as he may assign you.

Be careful not to go up the Roanoke River at night, as there are booms across both above and below Plymouth.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander JNO. C. FEBIGER,
Commanding Mattabesett.

Order of Rear-Admiral Porter, U. S. Navy, to commanding officer Picket Launch No. 5, to proceed to duty at Plymouth, N. C.

FLAGSHIP MALVERN,
Hampton Roads, November 28, 1864.

SIR: Report with your picket launch to Lieutenant Commander English, who will give you certain instructions in going to the sounds of North Carolina.

On your arrival at Plymouth you will report to Commander Macomb for such duty as he may assign you.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commanding OFFICER,
Picket Launch No. 5.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the holding of Plymouth, N. C.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, November 28, 1864.

SIR: You have evidently not received my first letters, in one of which I tell you to dismount the guns and ship them, and then hold the place with the gunboats. I never intended them to leave until the whole of that region was in our possession.

I have seen so many ill effects from leaving guns (those that we have captured) on shore, that I am convinced it is best always to ship them, especially in a case like this, where General Grant can not and will not send men.

With the gunboats at Plymouth the troops will be protected on shore, and they can remain there while I endeavor to send you more troops, if I can get them. I will endeavor to get a thousand men. Hold on to the place at all hazards. Had you received my first letters you would [have] seen what my views were.

I also send you another torpedo boat which you may find useful. Captain English will explain fully to you my wishes.

Very respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds.

Letter from the Assistant Secretary of the Navy to Chief Engineer Wood U. S. Navy, in criticism of the U. S. S. Monadnock.

Unofficial.] NAVY DEPARTMENT, *November 29, 1864.*

SIR: I have your letter of the 21st November. I congratulate you upon the experimental success of the *Spuyten Duyvil*. The rebs, since the *Albemarle* affair, have anticipated such attacks in the James River, and therefore I do not anticipate results there. Forewarned is almost safety. I visited the *Monadnock* last Sunday at Hampton Roads. There is some complaint of the turret engines. She trims a little by the head, which is a blunder, as the boilers could easily have gone several feet aft without impairing the space required in the engine room, and it would also have given a larger coal bunker. The most awkward feature is the arrangement for her boats. I am sure no engineer ever devised it. Can not you design a light, firm grating, à la *Dictator*, between the turrets, and some kind of sliding outriggers which can shove out, pick up a boat, and, when hoisted, slide it in under this grating deck, so that when the boats are all stowed under deck her guns will fire in all directions excepting at each others' turret.

Now the boats cover the guns in several directions. The *Monadnock* has her ventilator as high as the top of the pilot house, which seems correct, but the one in Philadelphia only seemed to have it even with the turret. If you will fit out the two next picket boats for Charleston, I will send you two young men who have volunteered for the duty who know the ground and can go to New York at once to learn their duties, but it ought to be done soon or Sherman will capture all the ironclads with his foot soldiers. Let us go on with other torpedo boats, as you suggest, for the inspection of the Department. If those shells of guns can be discharged 60 feet under water from one of our frigates, naval battles hereafter will be carried on in the air. Let us have your views upon the subject. I am for trying it on an early day.

Very respectfully,

G. V. FOX,
Assistant Secretary of the Navy.

Chief Engineer W. W. W. WOOD,
New York.

[Telegram.]

FORT MONROE, *November 29, 1864.*

SIR: General Grant left City Point at 10 a. m. to-day. Will probably be here about 3 p. m.

Very respectfully,

GEO. D. SHELDON,
Manager U. S. Military Telegraph.

Rear-Admiral PORTER.

Report of Commander Parker, U. S. Navy, regarding the departure of the flagship Malvern for Hampton Roads.

U. S. S. ONONDAGA,
Dutch Gap, James River, November 29, 1864.

SIR: I have to report that the flagship *Malvern* left her anchorage for Hampton Roads, Virginia, at daylight yesterday morning; also, that your telegram of yesterday was received and that I ordered the monitors *Saugus* and *Canonicus* to Dutch Gap in obedience to it.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads.

Engagement of Federal ironclads with Howlett's Battery, November 29, 1864.

Report of Commander Parker, U. S. Navy, commanding Fifth Division.

U. S. MONITOR ONONDAGA,
Dutch Gap, James River, November 29, 1864.

SIR: I have to report that I engaged the battery at Howlett's house this morning, in company with the *Mahopac*. We opened fire 9:50 a. m.

and fired 50 charges, the distance being about 2,500 yards. We ceased firing at 11:30 a. m. This was an average of one shot every two minutes.

Howlett's rebel battery fired 58 shots from three guns.

I am not aware that we caused any damage to the rebels, and we suffered no injury from their shot. Many of their shells came very near, without hitting us. Most of our XV-inch shot fell short, but the rifled 150 pounders carried well into and around the battery. The day was not favorable, the wind being very fresh from the S. W. and nearly ahead.

I shall renew the action as soon as I can replenish the coal and ammunition and make a few necessary repairs to the machinery. Several of our XV-inch shot struck the bank a little below the battery, making large holes.

Respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Letter from Major Smith, C. S. Army, to the chief of the Bureau of Ordnance and Hydrography regarding the use of bolts furnished by the Bureau.

BATTERY DANTZLER, *November 29, 1864.*

DEAR SIR: We were to-day engaged for three hours with three of the enemy's monitors, and I had occasion to use your bolts. The distance was 2,900 yards. For some reason which I can not explain I find that after about 2,000 yards direct flight the bolts vary to the right or left. This is irrespective of the kind of sabot used, nor can I tell beforehand to which side the variation will take place.

I write to ask if you can account for it and if there is any means of remedying it.

Both yours and the Gorgas gun struck the monitors. Once a wrought-iron 7-inch bolt shivered upon the iron or shivered a plate, as the fragments fell on the water.

The Gorgas gun, unfortunately, burst. Can you not come down with the bearer, or to Drewry's Bluff?

I think the monitors (although they retired under our fire below Dutch Gap) will probably return, and I would like to have you see the guns.

Very truly, yours,

FRANCIS W. SMITH,
Major, Commanding.

Commander JOHN M. BROOKE,
Chief of Bureau Ordnance and Hydrography.

[Enclosure.]

Distance from No. 4 gun, Battery Dantzler, to different points of James River, axis of gun being 51 yards above water.

	Yards.
Sandy Point	519
Point of Rocks	737
Hawser	1,878
Obstructions, left end	2,068
Obstructions, right end	2,215

	Yards.
Monitors	2,391
Opposite shore	2,668
Land battery	2,626

Height of land battery above water, 83 feet.

FRANCIS W. SMITH,
Major, Commanding.

HEADQUARTERS BATTERY DANTZLER,
July 3, 1864.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, commanding U. S. S. Governor Buckingham, to proceed to the blockade of New Inlet.

HAMPTON ROADS, *November 29, 1864.*

SIR: Proceed with the *Governor Buckingham*, under your command, to the blockade of the New Inlet entrance to Cape Fear River, touching at Beaufort to land the mail and passengers.

You will do duty as a chaser near the bar, under the direction of the senior officer there.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant J. MACDIARMID,
Commanding U. S. S. Governor Buckingham.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding money taken from persons captured in the steamer Lucy.

NAVY DEPARTMENT,
Washington, November 29, 1864.

SIR: From the roll of prisoners or persons captured in the steamer *Lucy* it appears that the money taken from them was in some instances sent to the prize court and in others placed in the hands of the paymaster of the *Santiago de Cuba*, subject to the order of the Secretary of the Navy. In all cases it should have been sent to the court, with a memorandum showing the amount taken from each person, and the sums should be in separate parcels, with the name of the owner of each parcel, so that the court may be able to distinguish these effects, claimed as personal, from the cargo of the vessel, and properly dispose of them.

Be pleased to give directions accordingly with regard to the money now in the hands of the paymaster of the *Santiago de Cuba*, which was taken from persons found on board the *Lucy*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, transmitting a proclamation of the President of the United States.

NAVY DEPARTMENT,
Washington, November 30, 1864.

SIR: I transmit herewith, for your information and guidance, an official copy of the proclamation of the President, issued on the 19th instant, opening the ports of Norfolk, Fernandina, and Pensacola to commercial intercourse, from and after the 1st of December next, on the conditions therein set forth.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

Proclamation by the President of the United States of America.

Whereas by my proclamation of the 19th of April, one thousand eight hundred and sixty-one, it was declared that the ports of certain States, including those of Norfolk, in the State of Virginia, and Fernandina and Pensacola, in the State of Florida, were, for reasons therein set forth, intended to be placed under blockade; and whereas the said ports were subsequently blockaded accordingly, but having for some time past been in the military possession of the United States, it is deemed advisable that they should be opened to domestic and foreign commerce.

Now, therefore, be it known that I, Abraham Lincoln, President of the United States, pursuant to the authority in me vested by the fifth section of the act of Congress approved on the 18th of July, 1861, entitled "An act further to provide for the collection of duties on imports, and for other purposes," do hereby declare that the blockade of the said ports of Norfolk, Fernandina, and Pensacola shall so far cease and determine from and after the 1st day of December next; that commercial intercourse with those ports, except as to persons, things, and information contraband of war, may from that time be carried on, subject to the laws of the United States, to the limitations and in pursuance of the regulations which may be prescribed by the Secretary of the Treasury, and to such military and naval regulations as are now in force or may hereafter be found necessary.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this nineteenth day of November, in the year of our Lord one thousand eight hundred and sixty-four and of the Independence of the United States the eighty-ninth.

[L. S.]

ABRAHAM LINCOLN.

By the President:
WILLIAM H. SEWARD,
Secretary of State.

[Endorsement.]

Send copy to General Meigs, with instructions to admit vessels with cargoes not contraband of war.

[D. D. PORTER.]

[Telegram.]

CITY POINT, [VA.], *November 30, 1864—10 p. m.*

Southern papers show that Bragg, with a large part of his force has gone to Georgia.

If we can get off during his absence, we will stand a good chance, not only to carry Fort Fisher, but to take Wilmington. The troops will be ready to start the moment you are ready.

U. S. GRANT,
Lieutenant-General.

Rear-Admiral D. D. PORTER.

[Telegram.]

FLAGSHIP MALVERN,
Hampton Roads, November 30, 1864.

Can start in three days on the original arrangement of 12,000 men. Will take a little longer to fit powder vessel.

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-General U. S. GRANT,
City Point.

[Telegram.]

HAMPTON ROADS, *November 30, 1864.*

I will be up on the 2d December; would come up sooner, but my machinery is apart. If you are coming down, will wait here.

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-General U. S. GRANT,
City Point.

[Telegram.]

FORT MONROE, *November 30, 1864.*
(Received 11 a. m.)

The French man-of-war here wishes to go up James River to receive such persons as want to leave Richmond. Has the Department any objections? There is no objection here.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NOVEMBER 30, 1864.

Is there any objection to the French sloop of war coming up to City Point?

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-General U. S. GRANT,
City Point, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Parker, U. S. Navy, to furnish coal to H. I. M. S. Adonis.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, November 30, 1864.

SIR: You will be pleased to furnish the French vessel of war *Adonis* with coal and afford the commander all the facilities in your power for accomplishing her purpose in visiting the river.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
Commanding Fifth Division North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Frailey, U. S. Navy, regarding the coaling of vessels.

HAMPTON ROADS, *November 30, 1864.*

SIR: Proceed without delay to the position marked on the blockade chart and find the *Vanderbilt*, *Fort Jackson*, and *Santiago de Cuba*. Tell the commanders of the above vessels if they can not coal off Beaufort to proceed here without a moment's delay and fill up with coal, then to proceed to the bars and inform the officers there that I want them to fill up with coal and be ready for anything; after which you will, if possible, go into Beaufort and fill up with coal and ammunition and await further orders there.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. M. FRAILEY,
Commanding U. S. S. Tuscarora, Hampton Roads.

[Telegram.]

HAMPTON ROADS, *November 30, 1864.*

You will fill up the three monitors with coal (*Saugus*, *Canonicus*, and *Mahopac*) and have them ready to come down here without delay. Let me know by telegraph and by letter when they are ready or will be ready.

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
Commanding U. S. S. Onondaga, Dutch Gap, Va.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk, for the immediate preparation of the United States steamers Tacony and Iosco.

Confidential.] HAMPTON ROADS, *November 30, 1864.*

SIR: It is important that the *Tacony* and *Iosco* should be ready for sea in three days. Fish the *Tacony's* foremast temporarily and fix her magazine. Better put all hands at work on these vessels and let the others stand.

Also have the *Sassacus* down. Let them fill up with coal before they come down. Say to Captain Truxtun he can not leave.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain JOHN M. BERRIEN,
Commanding Naval Station, Norfolk.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master's Mate Vanderbilt, U. S. Navy.

HAMPTON ROADS, *November 30, 1864.*

SIR: You will proceed to Beaufort, N. C., without delay, through the canal, and deliver the accompanying dispatch to Captain Dove.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Master's Mate [AARON] VANDERBILT,
U. S. S. Malvern.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Dove, U. S. Navy, regarding double-enders.

HAMPTON ROADS, *November 30, 1864.*

SIR: Order all the double-enders at Beaufort to fill up with coal and ammunition and remain there until further orders.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander B. M. DOVE,
Commanding Naval Station, Beaufort, N. C.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Dove, U. S. Navy, regarding the U. S. S. Vanderbilt.

HAMPTON ROADS, *November 30, 1864.*

SIR: If possible, have a vessel sent out to the *Vanderbilt* and order her to proceed here at once.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander B. M. DOVE,
Commanding Naval Station, Beaufort, N. C.

Report of Commander Ammen, U. S. Navy, regarding the escape of a blockade runner.

U. S. S. MOHICAN,
Off New Inlet, North Carolina, November 30, 1864.

SIR: Last night at about 9 p. m. a blockade runner passed the port and was fired at by the *Wilderness* at a distance of about 200 yards.

The captain supposed that he struck her in the wheelhouse. On the going down of the sun a thick haze arose and became a thick, fleecy fog for two or three hours, making the opportunity very favorable.

The *Kansas* arrived this morning, having coaled. I shall leave Lieutenant-Commander Watmough in charge and proceed to the point designated by you as my position, which lies near the point of Frying Pan Shoals. It will be very favorable to see such vessels as endeavor to make the land before night.

The heavy spars of the *Mohican* make her visible and enable blockade runners to avoid her after night. I would suggest as probably the most available use of the vessel that she should pursue such tracks as you might designate, going whichever way the wind was favorable, and sweeping in the daytime over the greatest distance under sail, with heavy banked fires. Such blockaders [blockade runners] as we might find under our lee in rough weather or with a fresh breeze would find escape difficult if made early enough to give us time to chase before dark.

I have the honor to be, very respectfully, your obedient servant,

DANL. AMMEN,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting circular of the Treasury Department regarding the opening of trade in the sounds of North Carolina.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, November 30, 1864.

SIR: I have the honor to enclose herewith a copy of a circular from H. A. Risley, superintending special agent of the Treasury Department.

The object is to open trade in the sounds of North Carolina, and now that Plymouth is in our possession, a large amount of cotton can be got out by purchase. I await the orders of the Department before permitting any traffic there, and respectfully recommend that no merchandise of any kind be allowed to be exchanged for the products of the country, but that they must trade with money.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

TREASURY DEPARTMENT, *November 29, 1864.*

The President's order in relation to the purchase of products of insurrectionary States recites the fact that the Secretary of the Treasury has appointed agents and prescribed regulations, with his approval, for such purchase at Memphis, Nashville, New Orleans, Pensacola, Port Royal, Beaufort, N. C., and Norfolk, Va., in pursuance of the act of Congress of July 2, 1864, and orders:

1. That all products moving or being transported to such agent from the insurrectionary States, under a contract for its purchase by subagent, shall be free from seizure or detention by any officer of the Government.

2. That persons having the certificate of the purchasing agent that he has contracted with them for a certain quantity of cotton or other products, to be brought from specified localities and delivered to such agent, shall have all proper facilities and passes for himself and his means of transportation to go after the products and bring them through the lines, and safe conduct of person and property within our lines while the products are moving or being transported to the purchasing agent, and he directs all military and naval officers en route to furnish proper facilities, passes, and protection while the products are moving to the purchasing agent, and in compliance with the regulations of the Secretary of the Treasury that persons who hold the certificate of the purchasing agent that he has bought and received from them a specified quantity of products, stating the value thereof, may be permitted by the military officers at the place of sale to take back 33⅓ per cent of the amount received for products in goods and merchandise not contraband of war and not prohibited by order of the War Department.

3. The Secretary of War and of the Navy are directed to make proper orders and to give proper directions to subordinates in command for carrying out this order.

A copy of this order I left with General Shepley. I shall soon have plenty of copies here.

H. A. RISLEY,
Superintending Special Agent, etc.

Letter from Major-General Butler, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding a proposed joint attack upon Rainbow Bluff.

HEADQUARTERS ARMY OF THE JAMES,
In the Field, November 30, 1864.

ADMIRAL: Brigadier-General Wild will hand you this note, and brings also orders to General Palmer about the matter of which we were speaking. Please give him an order, to be transmitted through him to the commander of your naval forces in the sounds, to cooperate in the fullest extent with General Palmer and to move with all promptness and celerity. General Wild will show you the orders, which are unsealed for that purpose, which he takes to General Palmer. If anything occurs to you which I have not covered in my instructions, please telegraph me, and I will reach General Wild by telegraph before he leaves Fort Monroe.

I have the honor to be, very respectfully, your obedient servant,
BENJ. F. BUTLER.

Rear-Admiral PORTER,
Comdg. North Atlantic Blockading Squadron, James River.

Order of Major-General Butler, U. S. Army, to Brigadier-General Palmer, U. S. Army, to aid Federal naval forces in attack on Confederate defenses at Rainbow Bluff, N. C.

HEADQUARTERS ARMY OF THE JAMES,
In the Field, November 30, 1864.

GENERAL: Information has got to me that the enemy in small force, less than 500 men, are fortifying Rainbow Bluff, 20 miles up the Roa-

noke, above Plymouth. Admiral Porter suggests, upon the information that he has from the naval officer commanding those waters, that a conjunct expedition of the Navy and Army would easily capture that point and hold it, and that it is of very great importance that we should do so. Therefore I propose that you shall make the attempt. Take all the forces that can be spared in your district which you may deem necessary, and move with great promptness while the enemy are engaged with Sherman in Georgia and with us here, so that you need not fear reinforcements. Perhaps, after seizing that point you might, by a bold push, reach the ram at Halifax. I would suggest that you could transport your troops and supplies within 6 miles, and land them below the bluff and take the enemy in the rear, but matters of detail must be left to your discretion. What I do require is promptness of action, and I rest largely on that. I rest also largely upon your energy and zeal. You had better give out that your expedition is a movement up the Chowan upon Weldon. You are surrounded by spies, and the moment you start any movement conjecture will be busy as to its direction. Now, if you let it be confidentially understood by a sufficient number of persons that you are going up the Chowan, that will be sure to get to the enemy. Brigadier-General Wild, who does me the favor to take this to you, is also charged with some confidential matters which he will state to you, and in which I trust you will aid him. As soon as this expedition is over I propose to send you a battalion of the Sixteenth New York Heavy Artillery as portion of your garrison at New Berne, and take the Fifteenth Connecticut into the field with me, unless you can state objections which do not now occur to me.

I am, very respectfully, yours,

BENJ. F. BUTLER,
Major-General, Commanding.

Brigadier-General I. N. PALMER,
Commanding District of North Carolina.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, to cooperate in the capture of Rainbow Bluff.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, December 1, 1864.

SIR: You will without delay prepare to cooperate with General Palmer to capture Rainbow Bluff and all the enemy's munitions of war, which must be brought away or destroyed, and destroy the rebel ram at Halifax. I can't go into details, but expect the most perfect success. Positive orders go to General Palmer to-day. See him without delay and let the expedition get underway at once. If you see the orders you will see what I want. I enclose copy of a letter * written to General Butler.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, Plymouth, N. C.

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* See page 103.

[Telegram.]

FORT MONROE, *December 1, 1864.*
(Received at Washington 3:20 p. m.)

What chance is there of getting those tugs? We need them much now and will need them more.

DAVID D. PORTER,
Rear-Admiral.

Hon. G. V. FOX,
Assistant Secretary Navy.

[Telegram.]

HAMPTON ROADS, *December 1, 1864.*

When you again engage Howlett's take station at Signal Tower, where you can see effect of your fire. I had no difficulty in reaching the battery with the XV-inch guns.

DAVID D. PORTER.

Commander WM. A. PARKER,
Comdg. 5th Div., North Atlantic Squadron, Dutch Gap, James River.

Report of Commander Parker, U. S. Navy, regarding the preparation of monitors.

U. S. S. MONITOR ONONDAGA,
Dutch Gap, James River, December 1, 1864.

SIR: Your telegraphic dispatch of this date relative to the three monitors, *Saugus*, *Canonicus*, and *Mahopac*, was received here at 6:40 o'clock a. m. to-day. I have to report that the three monitors above named are ready for immediate service.

The dispatch relating to Howlett's battery was received at 4:10 o'clock p. m. and I shall station myself at the Signal Tower to observe the effect of the fire, as you command.

We are repairing the machinery of the *Onondaga* and shall be ready for action in three days.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads.

General Order of Rear-Admiral Porter, U. S. Navy, regarding officers commanding off Wilmington bars.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, December 1, 1864.

Hereafter two regular naval officers will be stationed at each bar off Wilmington, who will have the sole control in regulating the stations of the different vessels stationed to guard the bars, and officers senior

to them, going in for shelter or coal, are not to interfere with the arrangements which are approved by me.

Lieutenant-Commander Braine and Lieutenant-Commander Young are in charge off the Western Bar, and Lieutenant-Commander Watmough and Lieutenant Commander Weaver are in charge off New Inlet. These officers will be held responsible for the duties required of them.

The officers heretofore assigned as senior officers at the bars will confine themselves to cruising and chasing on the stations assigned them outside of the bar line.

One of the officers assigned to bar duty will always be on the station, and in case it becomes necessary to send his vessel for coal he must transfer himself to another of the bar blockaders proper.

With proper attention, with the present number of vessels, I deem it a very difficult thing to pass the blockade.

Vessels putting in there for shelter, coal, or repairs must be careful to take no coal without consulting the officers in charge at the bar to know whether it will render the supply short for the bar blockaders, which are the most important vessels. Officers in charge of the bars will send me diagrams constantly, showing the positions of the vessels night and day.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to commanding officers to prepare for immediate service.

HAMPTON ROADS, *December 1, 1864.*

SIR: Use all dispatch to get the *Iosco* coaled and ready for service and report to me here as soon as possible.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander JOHN GUEST,
Commanding U. S. S. Iosco.

[Same order to Lieutenant-Commander W. T. Truxtun, John Lee Davis, and F. H. Baker, commanding U. S. steamers *Tacony*, *Sassacus*, and *Vicksburg*, respectively.]

Order of Rear-Admiral Porter, U. S. Navy, to Captain Glisson, U. S. Navy, regarding money captured from blockade runners.

HAMPTON ROADS, *December 1, 1864.*

SIR: In all cases where money is taken from the prisoners captured on blockade runners it should be sent to the prize court where the prize is sent for adjudication.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain O. S. GLISSON,
Commanding U. S. S. Santiago de Cuba.

Report of Rear-Admiral Porter, U. S. Navy, of the capture of the British steamer Vixen, December 1, 1864.

NORTH ATLANTIC SQUADRON,
Flagship, Gosport [Norfolk], Navy Yard, December 6, 1864.

SIR: I have the honor to report the capture of the British blockade-running steamer *Vixen* off Wilmington on the 1st instant by the *Rhode Island*. As the *Vixen* is reported to be leaking badly, I have ordered her up here for an examination.

The report of Commander Trenchard, commanding *Rhode Island*, together with the prize list of his vessel, is forwarded to you to day.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the capture of the steamer Vixen, December 1, 1864.

U. S. S. RHODE ISLAND,
Hampton Roads, Virginia, December 5, 1864.

SIR: I have the honor to report that on the 1st instant, at 2:30 p. m., latitude 32° 27′ 30″ N., longitude 78° 07′ W., Cape Fear bearing N., ½ E., 83 miles distant, a sail and black smoke were made from the mast head, bearing N. by E. Gave chase.

At 3:30 p. m. the vessel could be seen from the deck, the wind at the time being moderate from the eastward. At 4 p. m. the steamer was apparently dropping us, but at sunset, the wind freshening and the weather squally, we appeared to be gaining on her. Soon afterwards we lost sight of the vessel, but continued on our course at the highest rate of speed. Fortunately, after a short interval, made a light on the last bearings of the steamer, which we steered for, and about 7 p. m. came up with her, and she seemed to be broken down.

The vessel was boarded at once, and proved to be the British paddle-wheel steamer *Vixen*. She was without register, log book, or papers, with the exception of a muster roll of her crew, which was found by the boarding officer, dated "November 23, St. George, Bermuda" (no year). This paper has been enclosed to the U. S. prize commissioner at whatever port you may be pleased to order her to proceed.

A temporary prize crew was put on board and the *Rhode Island* laid by the prize during the night. The following morning Acting Master Zera L. Tanner was placed in charge with a regular prize crew. Her paddle wheels being completely disabled from the effects of the sea and high rate of speed to which she had been driven in order to escape, and it being impossible for the prize to reach any port so crippled, it was necessary to take her in tow. As it was requisite to proceed to Hampton Roads to coal, I deemed it expedient to bring the prize here.

The vessel leaking very badly, it was necessary to remove some part of her cargo to discover the leak, and in doing so arms were found. The cargo appeared to be of an assorted character, as far as known.

I have the honor to enclose duplicate muster rolls of this vessel at the time of the capture of the steamer *Vixen*, and state that there

were no other vessels in sight at the time. At the time of the capture Cape Fear bore N. by W. 50 miles distant.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Blockading Squadron.

Enquiry by the Secretary of the Navy of Rear-Admiral Porter, U. S. Navy, regarding the U. S. S. Young Rover.

NAVY DEPARTMENT, *December 2, 1864.*

SIR: Has the Department's order to you of the 25th ultimo, to send the *Young Rover* to the Delaware Breakwater, been executed?

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *December 2, 1864.*

Torpedo boat at Baltimore. Probably three or four more vessels will reach you. Tugs bought, but will be a month fitting. Shall I charter four, or can you do it there?

G. V. FOX,
Assistant Secretary.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

HEADQUARTERS ARMY OF THE JAMES,
December 2, 1864—6 p. m.
(Received 10:30 a. m., December 3.)

I have just seen General Grant. He can only send 5,000. He depends upon the *Louisiana;* she is at the yard. Will you send an order to work on her night and day?

Admiral Smith has ordered no night work. Wise better send everything at once.

D. D. PORTER,
Rear-Admiral, U. S. Navy.

Hon. G. V. FOX,
Assistant Secretary Navy.

[Endorsement.]

DECEMBER 3, 1864.

Everything is being done with the utmost vigor by the Bureau.

The moment the *Baltimore* arrives she will take on board Jeffers and Rodman, and, with a barge in tow, loaded with about 250 barrels of powder and the Birney fluid, proceed at once to Norfolk to prepare the *Louisiana* for service.

H. A. W[ISE].

Instructions from Rear-Admiral Porter, U. S. Navy, to Commander Parker, U. S. Navy, regarding operations in the James River.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Hampton Roads, December 2, 1864.

SIR: While I am absent you will have to depend on your own resources and not wait for orders from me beyond those I leave with you for your guidance. When the gap is open, if it ever proves successful, you will have to be on the alert for rams and torpedoes and keep the lookouts I have directed to be kept in a previous order.

The picket boats must always be kept in readiness at night, with their torpedoes ready for service, and if an ironclad should come down they must destroy her, even if they are all sunk. For this purpose you must select men of nerve to command them, who will undertake anything, no matter how desperate. The picket boats should be carefully used; steam should not be kept up in the daytime, and they should be kept but for one purpose. The locomotive light must be lit on the bow of the *Onondaga* and the torpedo catcher fitted for a full due and to be carried at all times.

Something must be done up the river, and I have an idea that one of those rams can be blown up by two men, with cork jackets on, getting above them or below them and floating down on them with the current. It was practiced on the Mississippi on one of our vessels there, and the torpedo attached to the bow, but it did not explode. Now, I propose a long, light pole, 30 feet long, with a torpedo at the end, supported at 10 feet from the end by bladders or gutta-percha life-preservers and a life-preserver at the other end to make the spar float easy.

The men will not be in the least danger from the explosion, though they will likely be captured. They will get their reward and be entitled to the full value of the ram or vessel blown up. We must run great risks to strike terror to an enemy. One of the torpedoes used in picket boat *No. 4* is the only kind to use. An assistant surgeon in your division offered a plan of small boat which I think feasible, but the above is more sure.

One vessel must be appointed to patrol the river, and visit the lighthouses every day, and have things kept in order.

If occasion offers, cooperate with the Army. Don't be afraid of expending ammunition judiciously. There is plenty of it. Where you can't see the object well, do the firing by signal. Encourage the officers to perform daring acts. Though we may sometimes lose them by capture, we must not forget the old saying, "Nothing ventured, nothing gained." Trusting to your discretion to do all things right, I remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
Comdg. Fifth Division, North Atlantic Squadron, James River.

[Telegram.]

HEADQUARTERS ARMIES OF THE UNITED STATES,
Washington, December 2, 1864—1:30 p. m.

Your dispatch of the 30th November to Commander Wise has been shown to me. If General Grant moves 12th, as originally intended, is not the other matter necessarily void?

G. V. FOX,
Assistant Secretary Navy.

Rear-Admiral D. D. PORTER.

Expedition to Pitch Landing, December 2–6, 1864.

Report of Commander Macomb, U. S. Navy, transmitting papers.

U. S. S. SHAMROCK,
Dist. Sounds North Carolina, off Plymouth, N. C., December 9, 1864.

ADMIRAL: I have the satisfaction to report that on the 2d instant I sent the *Chicopee* up the Chowan River to bring off some cotton, provisions, and supplies held by the rebels, which I had been informed were stored near Pitch Landing.

You will perceive by Commander Harrell's report, which I enclose, that the expedition was a very successful one.

My orders to Commander Harrell are herewith forwarded. Since the return of the above expedition I have ordered the *Chicopee* to Edenton, N. C., and Sandy Point, in Albemarle Sound, North Carolina, to seize another amount of cotton, which, from information (from Captain Harrell), I find to be about 30 bales, and which is in his possession.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander District of the Sounds, North Carolina.

Rear-Admiral D. D. PORTER,
U. S. S. Malvern, Flagship, Hampton Roads, Virginia.

[Enclosure.]

U. S. S. SHAMROCK,
Dist. Sounds North Carolina, off Plymouth, N. C., December 1, 1864.

SIR: You will proceed up the Chowan River as far as you deem necessary, capturing cotton, cattle, and anything belonging to the enemy. If you are fired upon, burn houses in the immediate vicinity, and, in short, do all you can to annoy the enemy.

After having accomplished this you will return as soon as possible.

Very respectfully,

W. H. MACOMB,
Commanding Sounds of North Carolina.

A. DAVID HARRELL,
Commanding U. S. S. Chicopee.

I will expect the *Chicopee* to return by the 6th, and Commander Harrell will report to me.

Report of Commander Harrell, U. S. Navy, commanding U. S. S. Chicopee.

U. S. S. CHICOPEE,
Chowan River, [North Carolina], December 5, 1864.

SIR: I have the gratification to report that, availing myself of the permission granted me by yourself (after having received your written orders), I left Plymouth on Friday, December 2, and proceeded to Roanoke Island, where Colonel Wardrop very promptly placed a detachment of soldiers on board under the command of Lieutenant-Colonel W. W. Clarke for the accomplishment of the duty proposed. I landed a detachment of sailors under the command of Lieutenant [E. A.] Walker for the purpose of cooperation. The party landed a little above the mouth of the Wiekacon Creek, with orders to march to Pitch Landing, that place being 9 miles distant by land and 25 miles by water, where the rebel Government, as I was informed, had a depository for cotton and army supplies. At the same time I ordered the

steam picket boat *No. 5* to proceed up that stream, it being impossible for the *Chicopee* to do so, it being narrow and tortuous. Both parties arrived without accident, and captured the place, bringing off about 85 bales of cotton, a quantity of cotton yarn, together with 7 prisoners and 52 contrabands, and burning and destroying the following list of property, viz, say, 75 barrels beef, 7,000 pounds of tobacco, 5 barrels of molasses, 100 boxes adamantine candles (40 pounds each), 75 sacks of salt, 1,000 pounds of coffee, 10 barrels crushed sugar, 300 pairs of cotton cards, 2,000 blocks of cotton yarn, 45 sets army harness, 31 mules, 6 horses, 10 army wagons, 250 grain sacks, 4,000 pounds of bacon; also a quantity of pease, beans, leather, shoes, boots, clothing, etc., belonging to the Confederate Army. I was compelled to have the horses and mules killed because I had no transportation. You will perceive that a very large amount of valuable property was destroyed for the same reason. I am happy to state that the whole affair was well managed and a perfect success. One soldier was (I fear) mortally wounded. I feel greatly indebted to Lieutenant-Colonel Clarke for the energetic cooperation which he afforded. Lieutenant Walker, the executive officer of this vessel, commanded the sailors and performed his duty with his usual promptness and gallantry. Acting Ensign James A. Crossman, Acting Master's Mates [J. A.] Belcher and [C. C.] Johnson accompanied the command and performed their duty well, as I am informed. I placed Mr. Johnson in command of a detatchment of marines on board the picket boat. His duty was particularly arduous and hazardous; he performed it to the admiration of all hands. I am informed that the commander of the picket boat, Acting Ensign [J. H.] Chapman, performed his duty well and gave entire satisfaction. It only remains to add, which gives me great pleasure, that Acting Assistant Surgeon G. L. Simpson volunteered and accompanied the party, rendering timely service to the wounded.

I have omitted to state, which I now do, with great pleasure, that I was accompanied by Colonel Wardrop, who gave me the assistance of his long experience. I enclose Lieutenant Walker's report.*

Very respectfully, your obedient servant,

A. D. HARRELL,
Commander, U. S. Navy.

Commander WM. H. MACOMB, U. S. Navy,
Commanding Division of the Sounds of North Carolina.

Additional report of Commander Harrell, U. S. Navy, commanding U. S. S. Chicopee.

U. S. S. CHICOPEE,
Albemarle Sound, North Carolina, December 7, 1864.

SIR: Subsequent to my hasty report of the 5th, I have ascertained that there were destroyed at Pitch Landing, beside what has already been mentioned, 875 sacks of salt. In the safe of the rebel commissary was found a quantity of Confederate money and bonds. The following amount was turned over to me: Confederate bills, representing about $1,400; Confederate bonds, representing $8,000, which I forward to you.

I also omitted to state that a valuable bridge was burned. Our force was fired upon during their return, but the rebels were soon driven off. I herewith forward a quantity of official and private papers captured at Pitch Landing, which will throw a good deal of light upon

*Not necessary to publish.

the manner in which the rebels receive their supplies. Beef, pork, candles, etc., were marked with the United States brand, all of which it is said were received from Norfolk, Va.

It affords me pleasure to state that perfect harmony existed between the two branches of the service during the whole expedition.

Several rebels were killed and wounded; the exact number could not be ascertained.

Very respectfully, your obedient servant,

A. D. HARRELL,
Commander, U. S. Navy.

Commander WILLIAM H. MACOMB,
Commanding Division Sounds of North Carolina.

Report of Commander Harrell, transmitting Confederate bills captured.

U. S. S. CHICOPEE,
Norfolk Navy Yard, February 24, 1865.

SIR: I have the honor to enclose ($17,360) Confederate bills and bonds captured by this vessel at Pitch Landing, N. C.

Very respectfully, your obedient servant,

A. D. HARRELL,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

[Endorsement.]

Have been distributed as curiosities.

W[ELLES].

Abstract log of the U. S. S. Chicopee, Commander A. D. Harrell.

December 3, 1864.—Off Roanoke Island. At 4 p. m., having the colonel, lieutenant-colonel, a number of lieutenants, with two companies of men, numbering 63 men each, from Roanoke Island, on board, hoisted all boats and started up the sound. At 5:45 passed out of Croatan Sound. Underway until 11:25 p. m., when we anchored in the mouth of Chowan River.

December 4.—At 7 a. m. got underway with a flatboat and a picket boat (*No. 5*) in tow and proceeded up the Chowan River. At 10:30 a. m. picked up 2 men in a boat trying to cross the river. At 11:20 sent the picket launch *No. 5*, with the marine guard on board, up the Wiekacon Creek. At 11:30 came to anchor abreast of Emre's Landing and landed all the soldiers and officers in charge of them; also 70 of our men and 3 officers, Acting Ensign James A. Crossman, Dr. Simpson, and Acting Master's Mate J. A. Belcher, Lieutenant E. A. Walker in charge. At 2:30 p. m. came to off Longfield Landing. From 4 to 6 p. m. lying at anchor off Fisher's [Fishery] Landing. From 6 to 8 had the battery all ready for action. At 11:45 p. m. heard musketry firing on shore bearing W. N. W. Lookouts stationed as usual.

December 5.—At 9:15 a. m. got underway and steamed up the river as far as Emre's Landing; turned around and came back to Fishery Landing. Sent the dingey ashore to bring off a contraband. From meridian to 4 p. m.: At 12 got underway and steamed up to Emre's Landing; came to anchor and transported all of our men and troops on board, they having captured 7 prisoners, — bales of cotton, which

were taken on board, and a number of horses and wagons, which were destroyed on the bank, not being able to carry them away. We also received on board 43 contrabands. Having everything on board, we started down the river with torpedo boat *No. 5* in tow. At 5:30 p. m. passed Fishery Landing. At 9 stopped off the mouth of Roanoke River; sent picket boat *No. 5* with dispatches to Plymouth. At 9:30 steamed down the sound. List of stores captured at Pitch Landing, December 4, 1864: 85 bales of cotton, 1 bale of sheeting, 150 bundles twist (5 pounds each), 24 bundles twist (6 pounds each), 22 stand arms, 8 sabers, 1 holster pistol, 11 cavalry saddles, 8 sets complete mule harness, 6 horse collars, 252 pounds manufactured tobacco, 2 blankets.

December 6.—At 12:30 p. m. came to anchor off Roanoke Island and landed all the troops and contrabands. At 2:30 p. m. three gentlemen came on board with submarine diving apparatus and a calcium light to go to Plymouth. At 5:30 p. m. got underway and steamed up Croatan Sound.

December 7.—At 3:30 p. m. anchored off Plymouth, and made fast to the wharf and commenced to discharge cotton.

March 5, 1865.—Lieutenant-Commander H. N. T. Arnold took command.

[Telegram.]

HAMPTON ROADS, *December 3, 1864.*
(Received 12 p. m.)

I am just down from the [Dutch] Gap. Telegraphed you from there. The *Louisiana* will be ready to-morrow night, and we are waiting for the important material.

DAVID D. PORTER,
Rear-Admiral.

Hon. G. V. FOX,
Assistant Secretary of the Navy.

[Telegram.]

WASHINGTON, *December 3, 1864—12:30 p. m.*

Your telegram to Mr. Fox of this a. m. received. Everything is being done by the Bureau with the utmost vigor. The moment the *Baltimore* arrives she will leave again with Jeffers and Rodman to assist in fitting out the *Louisiana*. The *Stromboli* is on her way to you with 80 torpedoes on board and 2 of Beardslee's clock movements. If you have not Beardslee near you, let me know.

H. A. WISE,
Chief of Bureau.

Rear-Admiral D. D. PORTER.

Report of Lieutenant-Commander Watmough, U. S. Navy, senior officer off New Inlet, regarding various affairs of his command.

U. S. GUNBOAT KANSAS,
Off New Inlet, December 3, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your two communications of November 24, one in reference to the *Alabama* being

sent outside. She is now coaling; on her return I will dispatch her immediately and send her to the *Cherokee's* station.

The *Moccasin* is on the Western Bar. I will send your order around to the senior officer of that station. The *Unadilla* and *Buckingham* are here; also the *Berberry*. The commanding officer of the *Berberry* reports himself as unfit for any duty. A survey is now being held on him. There is a deserving acting ensign (Rowntree) on board the *Howquah*, well acquainted with the bar, who has volunteered for command of the *Berberry*, and I will put him on board, subject to your approval. The two additional tugs alluded to will give a fine force for this bar. Two vessels have succeeded in getting in during the last week, owing chiefly to the misty weather. We are now holding a fine large side-wheel steamer inside; she has been waiting three nights for a chance to run.

General Orders 53 to 60 and accompanying circular are in hand. Permit me to express my conviction that your general order in reference to the official conduct of officers will have a most beneficial effect. It is already manifest.

Very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander, Senior Officer Present.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

The *Santiago de Cuba* has just put in and hoisted the senior officer's flag.

Report of Commander Beaumont, U. S. Navy, regarding the capture of the schooner Mary, of Nassau, New Providence.

U. S. S. MACKINAW,
At Sea, Lat. 32° 11′ N., Long. 78° 34′ W., December 3, 1864.

SIR: I respectfully inform the Department that I fell in with to-day at 1 p. m. and captured the schooner *Mary*, of Nassau, New Providence, bound from Dewees' Inlet, South Carolina, to Nassau, New Providence, with a cargo consisting of 77 bales of cotton, 50 boxes of tobacco, 1 barrel turpentine.

The *Mary* left Dewees' Inlet on the 1st instant.

I have the honor to be, very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander, U. S. Navy, Commanding U. S. S. Mackinaw.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Extract of journal of the U. S. S. Mackinaw, referring to the capture of the schooner Mary.

U. S. S. MACKINAW,
At Sea, December 3, 1864.

Saturday.—Weather cloudy; wind southward and westward and variable. At 1 a. m. sounded in 26 fathoms. Steering various courses. Several sails in sight. At 1:10 p. m. saw a suspicious schooner steering

S. E.; steered for her and fired a gun to bring her to. Sent a boat on board and found her to be the *Mary*, from Dewees' Inlet, South Carolina, bound to Nassau with cargo of cotton and tobacco. Took charge of her and put prize crew on board in charge of Acting Ensign J. S. Blake and 6 men. Latitude 32° 11′ N., longitude 78° 14′ W.

Order of Lieutenant-Commander Watmough, U. S. Navy, to Acting Ensign Rowntree, U. S. Navy, to perform blockade duty in command of the U. S. tug Berberry.

U. S. S. KANSAS,
Off New Inlet, December 3, 1864.

SIR: You will assume command of the tug *Berberry* for the present, relieving Acting Ensign Griffith. The *Berberry's* station is off the bar on a bearing of W. to W. by N. from the Mound light. You will hold this position closely and exert the utmost vigilance to prevent the entrance of any runners, and be prompt to signal by rocket and guns the attempt to run out of any vessel. You are not to chase from the bar, but maintain your station. The first necessity is to be prompt to move in, with the decline of light. Exercise every care against grounding; have careful leadsmen trained daily at giving exact soundings. You are familiar with the bar, and I expect good results from your command.

Respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander, Senior Officer Present.

Acting Ensign [ROBERT W.] ROWNTREE,
U. S. S. Howquah.

Chasing ashore, December 3, and destruction, December 5, 1864, of the steamer Ella.

Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot.

U. S. S. PEQUOT,
Off Western Bar, Cape Fear River, December 4, 1864.

SIR: I have to report that December 2, at 1 p. m., whilst lying close inshore near White Point Swash, coast of South Carolina, I discovered a two-piped, side-wheel steamer coming in from the southward. As she did not see me, I lay quiet until 1:40 p. m., by which time she had run close inshore near Little River Inlet, North Carolina, and bore N. E. from me. I then started, steering east, to intercept her and crowd her on the land; she immediately stood to the eastward, and I hoped to compel her to run for the blockaders. I made black smoke and fired five guns to attract cruisers, without success. When off Shallotte Inlet she stood to the southward and eastward. I chased upon that course until 6 p. m., when, being near the end of Frying Pan Shoals, she suddenly changed her course N. N. W. to run up the shoal. I did the same, and at 8:20 p. m., being in 6¼ fathoms water near the blockaders, I threw up five rockets and burned the night signal to alarm the blockaders. Having, as I supposed, put them upon the alert, I stood offshore to 8½ fathoms and patrolled until daylight, when I had the satisfaction to see the runner ashore about 1½ miles S. by W. of Bald Head Point.

At 7:30 a. m. I went in with other vessels to destroy her by shelling. I had the satisfaction to strike her twice with 150-pounder shell amidships, and so seriously damaged her that this morning (December 4) the rebels are firing at her from five batteries and doing their best to finish what the blockaders commenced.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Volunteer Lieutenant Dunn, U. S. Navy, commanding U. S. S. Emma.

U. S. S. EMMA,
Off Western Bar, Wilmington, [N. C.], December 3, 1864.

SIR: I respectfully beg leave to make the following report:

At 5:30 a. m., being in my station in 3½ fathoms water off the bar, Bald Head light bearing N. N. E. per compass, a blockade runner was discovered from this vessel bearing E. by S., close in under the shore of Smith's Island, and steering for the bar. I immediately went ahead at full speed, heading N. N. E. to cut her off from the bar, at the same time throwing up one rocket to signal to the vessels nearer the bar. As soon as practicable I opened fire upon her from my broadside guns, the runner being then distant about 700 yards. At 5:40 saw that she was turning round, and then I immediately headed for her until I got in 2½ fathoms water, the runner being then about 500 yards distant, when I altered my course to the southward and stopped the engines. At this time I discovered she was ashore on the south end of Marshall Shoal. I lowered a boat, armed and equipped, and ordered my executive officer, Acting Ensign [Charles] Zimmerman, to board and fire her at all hazards. I was then in 2 fathoms water, with a shoal bar between the *Emma* and the runner, and had kept up a brisk fire on her from my port battery. By the time the boat shoved off it had got to be so light that our position was plainly discernible from the shore batteries, distant about 1,200 yards, from which they opened quite a lively fire, the shot nearly all passing over us; also saw six boats in the water near the runner. Seeing that a single boat's crew would be exposed to imminent peril, with scarce a possibility of success, I reluctantly recalled her and moved off out of range. At 6:30 hoisted my boat and steered for my day station.

The blockade runner is a very long, low, side-wheel steamer, schooner-rigged, with two smokestacks, one forward, the other abaft the paddle box.

Very respectfully, your obedient servant,

THOS. C. DUNN,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander G. W. YOUNG,
Senior Officer off Western Bar, Wilmington.

Report of Lieutenant-Commander Young, U. S. Navy, commanding U. S. S. Maratanza.

U. S. S. MARATANZA,
Off Western Bar, Cape Fear River, December 4, 1864.

SIR: I have the honor to report that on the morning of the 3d instant, at about 5:30 a. m., the steamer *Emma* discovered and succeeded in

driving a large two-smokestack steamer (blockade runner), evidently bound in, on shore on Marshall Shoal, Smith's Island. After seeing her grounded, Acting Volunteer Lieutenant Dunn, of the *Emma*, having reported the fact to me, I directed the *Britannia*, Acting Volunteer Lieutenant Huse, and the *Aries*, Acting Volunteer Lieutenant Wells, to run in and try the range, and if they found it practicable, to endeavor to disable the vessel so as to prevent her getting off. Finding that the 30-pounder rifle would reach by the vessels keeping underway to avoid the batteries, and the *Pequot*, Lieutenant-Commander Braine, arriving about this time, I moved all the vessels into a position south of the forts and commenced firing upon her at long range. I estimate that she was struck some forty times, the *Pequot*, in her second or third fire, exploding the boilers. After one hour's ebb, Lieutenant Braine returned to the squadron. Seeing that the vessel was on shore, it was decided that we should make the attempt to burn her after dark, as she lay directly under the guns on Smith's Island, but owing to a S. W. wind, which sent a heavy swell inshore, and consequently breaking outside of her, the vessel was obscured and we were unable to attempt it. At daybreak Acting Volunteer Lieutenant Devens, commanding the *Tristram Shandy*, ran in and sighted her, firing several projectiles into her, and from his report she is bilged and gone down by the head. As soon as boats can approach her I shall endeavor to destroy her by fire. The night expedition fitted out for last night's services I placed under charge of Acting Volunteer Lieutenant Huse, of the *Britannia*, with the *Emma*, Acting Volunteer Lieutenant Dunn, *Tristram Shandy*, Acting Volunteer Lieutenant Devens, and *Nansemond*, Acting Master Porter, with a boat's crew and boat from each one of the blockading fleet, and I only regret to say that the weather prevented them from successfully operating.

I would also mention that the *Chippewa*, Lieutenant-Commander Weaver, and *Huron*, Lieutenant-Commander Selfridge, rendered assistance in the forenoon with their XI-inch guns, and also furnished boats for the night expedition.

I have only to regret that this vessel could not take her place in the destruction of this blockade runner, as her 100-pounder rifle has given evidence of great weakness and both pivot slides having been condemned by survey some time since, and I am endeavoring to nurse them as much as possible until they are renewed. Enclosed please find the reports.

Very respectfully, your obedient servant,

GEO. W. YOUNG,
Lieutenant-Commander and Senior Officer Present.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Huron.

U. S. S. HURON,
Off Western Bar, December 4, 1864.

SIR: I have the honor to report that yesterday morning, hearing firing in the direction of the Western Bar entrance, I proceeded to that point and found a portion of the fleet firing at a blockade runner that had gone ashore during the night.

Opened fire with the 30-pounder Parrott, and had the satisfaction of putting some shots through her.

Several of the enemy's shots passed over us without damage.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Huse, U. S. Navy, commanding U. S. S. Britannia.

U. S. S. BRITANNIA,
Off Western Bar, North Carolina, December 4, 1864.

SIR: I have the honor to submit to you the following report of the expedition fitted out under my charge last night to destroy the blockade runner lying on the shoals off Smith's Island:

At moondown the *Britannia*, *Tristram Shandy*, *Emma*, and *Nansemond*, followed by the tug *Moccasin*, with boats from the squadron, started in for the blockade runner, her position being judged from bearings taken during the day, the intention being for the vessels to go as near as practicable and deliver fire in passing, afterwards the boats to come up by signal.

At 9:30 p. m. the vessels advanced in the above order, and all turned, in 12 to 14 feet water, without being able to see the ship ashore, owing to the darkness and mist.

At this time the *Emma* came up and hailed, giving an order from Lieutenant-Commander Upshur not to make any attack, as the weather was too rough.

Hauled off into 3 fathoms water, when I left the ship in my gig, accompanied by a boat from the *Tristram Shandy*, under Acting Ensign [Benjamin] Wood, to ascertain whether an attack was practicable by boats. I went into the breakers in 7 feet water, but was not able to discover the ship.

Finding that the sea was making and the wind increasing, I returned with the boats and passed within hail of all the vessels, ordering them to return to their night stations, and giving orders to the tug to proceed with the boats to the coal schooner at the buoy for the night.

At daylight discovered the vessel high up on the shoal, listed to port and settled by the head, evidently having been seriously damaged by the firing of yesterday.

Very respectfully, your obedient servant,

SAML. HUSE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Devens, U. S. Navy, commanding U. S. S. Tristram Shandy.

U. S. S. TRISTRAM SHANDY,
Off Western Bar, Wilmington, N. C., December 4, 1864.

SIR: In obedience to your order of yesterday, I followed the *Britannia* in toward Smith's Island for the purpose of destroying the blockade runner on shore on the S. E. end of Reeper Shoal. At 9:30 p. m.

we started in and came around in 2 fathoms water, close in to the bar. Could see nothing of the blockade runner. Sent our third cutter, armed by 3 officers and 9 men, to the *Britannia*. Remained in close to the bar in from 3 to 2¼ fathoms water all night. At 2 a. m. saw a propeller close in among the breakers; challenged her and received no answer, and before I could see her again she ran back over the bar and went inside. Weather very dark and hazy. At 5 a. m. got the ship in close to the Reeper Shoal, and had everything ready for the purpose of shelling the blockade runner. At 6:10 a. m. saw her (we were in 2¼ fathoms water, and the vessel not over 60 yards from us) and commenced firing on her. Saw several of our shell strike her. They were percussion and exploded. As soon as we were visible from the shore, Fort [Battery] Holmes, two batteries of Whitworth guns and a gun which I think is a 32-pounder, opened on us, their shot striking the water close to and many going over us. I kept this vessel in the line of the smoke of our guns (we being directly to windward and the smoke hanging close to the water) while loading, and thus had a chance to change my position and not allow the batteries to get a range on me.

At 7 a. m. I withdrew and came out to our day station, having expended the following number of shell: 29 12-pounder shell, 13 20-pounder shell.

When I came out the vessel had gone down by the bows. I am very certain she is cotton loaded and was running out by the Marshall Shoal channel. The gun which I suppose to be a 32-pounder is mounted about 2 miles below the Bald Head light.

Very respectfully, your obedient servant,

EDWARD F. DEVENS,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander GEORGE W. YOUNG, U. S. Navy,
Senior Officer Present off Western Bar, Wilmington, N. C.

Report of Acting Master Porter, U. S. Navy, commanding U. S. S. Nansemond.

U. S. S. NANSEMOND,
Off Wilmington, N. C., December 4, 1864.

SIR: I have the honor to submit the following report:

In obedience to your order of the 3d instant, I reported to Acting Volunteer Lieutenant Samuel Huse, commanding U. S. S. *Britannia*, to assist with this vessel in the destruction of the blockade runner ashore on Smith's Island Shoals, and at 9 p. m. proceeded, in company with U. S. steamers *Britannia*, *Tristram Shandy*, and *Emma*, inshore on a direct line with the stranded steamer, until in 2¼ fathoms water, but owing to the state of the weather, which was very thick, could not see her, and the wind being fresh from southward made too much sea for small boats, and it was deemed advisable by the senior officer to postpone the attack, and according to orders we resumed our usual night station off the bar, Bald Head light bearing E. to E. by S., in 3 fathoms water.

I am, sir, very respectfully, your obedient servant,

J. H. PORTER,
Acting Master, Commanding.

Lieutenant-Commander GEO. W. YOUNG, U. S. Navy,
Commanding U. S. S. Maratanza, Senior Naval Officer Present.

Commendatory report of Rear-Admiral Porter, U. S. Navy, transmitting report.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Norfolk, December 9, 1864.

SIR: I enclose you a report of the burning and destruction of the blockade runner *Ella*, loaded with arms and ammunition, and bound into Wilmington.

She was set fire to under the enemy's battery by Acting Ensign Isaac S. Sampson, of the U. S. S. *Emma*. The affair reflects credit on all concerned.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Young, U. S. Navy, commanding U. S. S. Maratanza, transmitting enclosures.

U. S. S. MARATANZA,
Off Western Bar, Wilmington, N. C., December 6, 1864.

SIR: I have the honor to enclose a copy of the report of Acting Volunteer Lieutenant Dunn, commanding U. S. S. *Emma*, together with that of Acting Ensign Sampson, of same vessel, of the destruction of the blockade runner *Ella*, which vessel was forced on shore on the morning of the 3d instant.

By the judicious arrangements made by Acting Volunteer Lieutenant Dunn, and the strict attention to the same by Acting Ensign Sampson, assisted by Acting Third Assistant Engineer Churchill, the expedition proved a perfect success, which would probably not have attended it if more boats had been employed, as the enemy were thrown off their guard by the interval allowed to intervene between her being run on shore and last night's reconnoissance and her destruction. The steamer was evidently loaded with arms and munitions of war, and from the report of Acting Ensign Sampson must be new. From papers found on board she must have sailed from Nassau some time in the latter part of November. It was satisfactorily proven that the fire opened on her by the *Britannia*, *Aries*, *Pequot*, *Emma*, *Huron*, and *Chippewa* after she was grounded was most effectual in placing her in a condition which rendered it impossible to get her off, and, since she was fired, it precludes the slightest chance of saving her cargo, except in small portions and in a damaged condition.

From the verbal report of Acting Volunteer Lieutenant Dunn, the *Ella* is an iron steamer, the paddle boxes and masts being of the same material. I would also state that whilst cruising on night station picked up a box marked

18, evidently having contained rifle shell of 5½ inches in diame ter, which box must have been thrown overboard from the *Ella*, as a large quantity of boxes of the same description were passed during the first and mid watches.

I am, very respectfully, your obedient servant,

GEO. W. YOUNG,
Lieutenant-Commande .

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. EMMA,
Off Western Bar, Wilmington, December 6, 1864.

SIR: I beg leave respectfully to report that being on my station last night near the blockade runner driven ashore by this vessel on the morning of the 3d instant, and deeming the opportunity a favorable one for attempting her destruction, in accordance with your suggestions of yesterday, I sent in a boat in charge of Acting Ensign Isaac S. Sampson, with instructions to examine her carefully, and if possible to board and set her on fire.

I ordered him to take some prepared 24-pounder howitzer shells and place them where their explosion would cause the greatest damage to her machinery. Acting Third Assistant Engineer A. L. Churchill accompanied the expedition for that purpose.

Enclosed you will please find the report of Acting Ensign Sampson, which will show how the work was performed. I consider the destruction of the steamer as very complete, as she burned fiercely for three hours, the shells placed in her machinery exploding after she had been burning half an hour.

The conduct of the officers and men engaged in the expedition commands my warmest approval. I enclose also the only paper found on board (a cargo receipt), showing the steamer's name to be the *Ella*. In returning to the ship the boat was fired on by the shore batteries, but no damage done.

Very respectfully, your obedient servant,

THOS. C. DUNN,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander, GEO. W. YOUNG,
Senior Officer off Western Bar, Wilmington, N. C.

[Subenclosure.]

U. S. S. EMMA,
North Atlantic Squadron, off Wilmington, N. C., December 6, 1864.

SIR: I beg leave to make the following report and detail relative to burning the blockade steamer *Ella:* After leaving the ship, about 1:30 a. m., I steered in toward Bald Head light, according to your instructions previous to leaving the ship. According to your instructions I had my oars muffled. One officer, Acting Third Assistant Engineer A. L. Churchill, and six men, named as follows, James Green, boatswain's mate; Charles Miller, sailmaker's mate; Peter Hans, ordinary seaman; William Scott, ordinary seaman; Joseph Fitzpatrick, landsman; Charles Chapman, landsman, for good conduct throughout the expedition demand my unqualified commendation. I steered directly for Bald Head light until in 7 feet of water. I sighted the blockade runner ashore, I should judge, about 250 yards from the beach. I heard the sentries passing the word on shore very distinctly, at same time pulling cautiously toward the blockade runner. Not seeing anyone on board I went alongside under her port bow (it being the offshore side). I boarded her, leaving two men in charge of the boat I then placed one on watch (my boat's crew armed with cutlasses and pistols). With the others I went toward the after part of the ship. The first room I looked into was the pilot house, being forward of all houses on deck (I having a dark lantern with me). The next rooms were the ship's galley and storeroom; there I made preparations to light a fire, wetting the fuel well with turpentine, which I took from the *Emma* for that occasion. I then proceeded farther aft into the room over the engines. The engines were two powerful oscillating engines. I there made ready

to make another fire, wetting the fuel with turpentine as before. I then proceeded farther aft to a mess-room; there I made ready for another fire; then proceeding farther aft, I came to the captain's cabin, where I made search for papers to identify the steamer's name. I found some Nassau newspapers and a receipt for some cargo which had been received on board at Nassau, which receipt gave me the steamer's name as *Ella*. The *Ella* was, I should judge, a new steamer of above 1,000 tons burden. She was a side-wheel steamer with two smokestacks and two masts. There were heavy boxes and barrels about the decks; what they contained I was unable to ascertain, not daring to show a light on deck. I was unable to get into the ship's hold, it being half full of water. I then caused some 24-pound shells to be taken out of my boat, which I took from the *Emma*, in obedience to your orders, and I placed them as near the engines as possible (the fuzes being already cut). Having done all in my power, I deemed it prudent to light my fires and make good my retreat, which I did as follows: I caused my boat's crew to get into the boat, excepting Acting Third Assistant Engineer A. L. Churchill and one man, whom I detained on board to aid me in setting fire to this ship. I then repaired to the captain's cabin, and there lit the first fire, then into the mess-room, there lit the second fire, while Acting Third Assistant Engineer Churchill lit the fire in the engine room. I then repaired into the ship's galley and there lit the last fire; then, after making sure that she was well fired, I ordered all the boat's company into the boat, and getting in myself proceeded out toward the U. S. S. *Emma's* night station; arrived on board at 4:30 a. m. At this time the sky was well illuminated by the flames from the blockade-running steamer *Ella*. At this time there was heavy firing from the batteries on shore at Smith's Island.

I am, very respectfully, your obedient servant,

ISAAC S. SAMPSON,
Acting Ensign, U. S. Navy.

Acting Volunteer Lieutenant T. C. DUNN,
Commanding U. S. S. Emma.

P. S.—I took from the blockade runner *Ella* seven Enfield rifles with bayonets and one ship's compass.

[Telegram.]

DECEMBER, 1864.

Steamer *Ella* is ashore about 1½ miles off: draft 6 feet. If she can be lightened before day the ship can be saved. Can you send a steamboat over? She wants a guard. I have refused. Shall I comply? If you send small boats they will be of service. Let them report here and I will have a pilot ready.

JOHN J. HEDRICK,
Colonel, Commanding.

General HÉBERT,
Smithville.

[Telegram.]

SMITHVILLE, [*December 2, 1864.*]

Use your discretion about sending a guard. Can send you no boats. No steamer can be had.

Captain HARDEMAN.

Colonel HEDRICK.

[Telegram.]

[DECEMBER 3, 1864.]

Send a steamer here to take off crew of *Ella*.

General HÉBERT.

Captain HARDEMAN,
Smithville.

[Telegram.]

BALD HEAD, *December 3*, [*1864*]—*10 a. m.*

The *Ella* is ashore 1½ miles from shore, opposite the Hill battery or left of land fronts. She is abandoned. We keep the enemy far off, but their shots reach the ship. She has been struck. She can't be saved.

General HÉBERT.

General WHITING,
Wilmington.

[Telegram.]

BALD HEAD, *December 3, 1864—11 a. m.*

The *Ella* is hulled and full of water. She is lost. The enemy has reached with his shot to Colonel Hedrick's house. He is still firing slowly.

General HÉBERT.

General WHITING,
Wilmington.

[Telegram.]

FORT MONROE, *December 4, 1864.*
(Received at Washington 5:45 p. m.)

Can you charter two tugs for me? They will do until I can get the others.

DAVID D. PORTER,
Rear-Admiral.

Hon. G. V. FOX.

[Telegram.]

NAVY DEPARTMENT, *December 4, 1864.*

Telegram from Dutch Gap received. Will charter a couple of tugs. Jeffers and Major Rodman go down to-morrow. Wise promises everything quickly.

G. V. FOX,
Assistant Secretary.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

FORT MONROE, *December 4, 1864.*
(Received 5:45 p. m.)

The *Young Rover* sailed three days ago.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES.

[Telegram.]

CITY POINT, *December 4, 1864—4 p. m.*

When can you be ready with our other experiment? Captain Edson, ordnance officer at Fort Monroe, will place ordnance stores at your disposal. Time is valuable from the news we get.

B. F. BUTLER,
Major-General.

Admiral D. D. PORTER.

[Telegram.]

NAVY YARD, NORFOLK, *December 4, 1864.*

We are ready for the 150 tons of powder.
Will you give directions to have it bagged ready to go on board?

DAVID D. PORTER,
Rear-Admiral.

Major-General B. F. BUTLER,
Headquarters Army of the James.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Parker, U. S. Navy, regarding measures for keeping the James River open.

HAMPTON ROADS, *December 4, 1864.*

SIR: The possibility is that the James River may be frozen over all the way down to Norfolk. It has happened before. As soon as the cold commences setting in severely you will sheathe the bows of all the vessels of your division at least 2 feet above water line and extending aft to the knuckle, or to the curve of the bow.

As the ice begins forming you will keep the vessels moving up and down the river breaking it up, and enabling the transports to run at all times. This will be rather a large operation for the few vessels you have in your division, and you had, therefore, better call on the army authorities. They have a large number of boats that would be well adapted for ice breaking, and they are very much interested in keeping the river free of ice.

You must guard all your vessels, coal transports, etc., against running ice. Sheathe their bows, and have them anchored in places where ice does not run, and close to a military station, where they can not be boarded by parties coming off on the ice.

A closing of the river would be a most serious matter, and you must adopt every means in time to prevent it.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
Commanding Fifth Division, North Atlantic Squadron, James River.

Report of Commander Dove, U. S. Navy, commanding naval station, Beaufort, N. C., regarding movement of vessels to and from that place.

NAVAL STATION, BEAUFORT, N. C., *December 4, 1864.*

SIR: Agreeably to your order of the 24th ultimo I begin the weekly report of arrivals and departures.

The arrivals were all for coal and supplies, except the *Rhode Island* and her prize, which stopped outside for the mails.

The *Eolus* is repaired and will take in her coal to-morrow.

The *Alabama* would have sailed yesterday, but there was not water enough on the bar. She will go out this morning.

I am glad to report an improved spirit in the blockaders. The *Cherokee*, for instance, took in coal enough yesterday by 4 p. m. to go out with your order to the *Vanderbilt*. Unfortunately, it was low water just then, and she could not cross the bar.

The *Mattabesett* left for Hatteras Inlet yesterday morning at 7, so that your order of the 30th detaining her did not reach [her] in time.

Very respectfully, your obedient servant,

BENJ. M. DOVE,
Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Tacony.

HAMPTON ROADS, *December 4, 1864.*

SIR: You will proceed with the *Tacony* under your command to Beaufort, N. C., and await further orders there.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander W. T. TRUXTUN,
Commanding U. S. S. Tacony.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Ridgely, U. S. Navy, to proceed on a cruise to Old Bahama Channel.

HAMPTON ROADS, *December 4, 1864.*

SIR: You will proceed without delay to the Old Bahama Channel and thereabouts and see if you can not pick up some of the rebel privateers now fitting out and cruising against our commerce.

You will endeavor to return to Beaufort as soon as the 12th, if circumstances will admit of it.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Captain DANIEL B. RIDGELY, U. S. Navy,
Commanding U. S. S. Shenandoah.

Capture of British steamer Armstrong, December 4, 1864.

Report of Rear-Admiral Porter, U. S. Navy.

NORTH ATLANTIC SQUADRON,
U. S. FLAGSHIP MALVERN,
Gosport [Norfolk] Navy Yard, December 9, 1864.

SIR: I have the honor to report the capture, on the 4th instant, of the British blockade-running steamer *Armstrong*, last from Wilmington, with a cargo of cotton, part of which was thrown overboard in the endeavor to escape; 133 bales of it were picked up the next day. The *R. R. Cuyler*, *Gettysburg*, and *Mackinaw* chased and participated in the

capture of the steamer, and the two first named, with the *Montgomery*, in the capture of the cotton thrown overboard.

The *Armstrong* is a fine, new steamer; for a description of her I respectfully refer you to the reports of the commanders of the *R. R. Cuyler* and *Gettysburg*, which will be forwarded to you.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Lamson, U. S. Navy, commanding U. S. S. Gettysburg.

U. S. S. GETTYSBURG,
At Sea, Lat. 33° 10′ N., Long. 75° 10′ W., December 4, 1864.

SIR: I have the honor to report that at 11 a. m. to-day, in latitude 32° 38′ N., longitude 78° 01′ W., we sighted black smoke bearing N. N. E., and soon made out a blockade runner with a vessel in chase, which proved to be the U. S. S. *R. R. Cuyler*, Commander Caldwell. The chase now changed his course toward the *Cuyler* to avoid us. About 11:25 a. m. sighted another vessel bearing W. N. W., which proved to be the U. S. S. *Mackinaw*, Commander Beaumont, steering directly for this vessel. I immediately ran up my ensign and numbers, and as the distance was too great to make them out, fired a gun toward him to let him know I was a cruiser, when he changed his course toward the chase. At 12 m. the chase bore N. by E. ¼ E., the *Cuyler* N. E. by N., and the *Mackinaw* W. by S. At this time we exchanged numbers and signals with the *Mackinaw*, and by 12:30 passed ahead of her and across her bow, leaving her astern apparently at the rate of 1½ to 2 miles per hour. We were now rapidly drawing up with the chase, which kept away more toward the *Cuyler*. Opened fire from the 30-pounder Parrott, the shells apparently falling near the chase; those from the *Cuyler* falling on both sides of her. At 2 p. m. the chase hove to. At this time the bearings and approximate distances of the different vessels from the *Gettysburg* were as follows: Prize, N. by E. ¼ E., 3 miles; *R. R. Cuyler*, N. E. ½ E. 2½ miles; *Mackinaw*, S. S. E., 3 miles. The prize proved to be the *Armstrong*, with cotton from Wilmington to Nassau; she is an iron side-wheel steamer, 230 [feet] long, 26 feet beam, with four engines of 50 horse-power each. The capture took place in about latitude 33° 10′ N., longitude 78° 10′ W. During the chase the *Gettysburg* averaged 13½ knots per hour.

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Lamson, U. S. Navy, regarding cotton picked up by the U. S. steamers Gettysburg and R. R. Cuyler.

U. S. S. GETTYSBURG,
At Sea, Lat. at meridian 32° 54′ N., Long. at meridian 77° 48′ W., December 5, 1864.

SIR: I have the honor to report that I have this day picked up 62 bales of cotton in company with the U. S. S. *R. R. Cuyler*, the boats and crews of the two vessels working together.

This cotton is supposed to be that thrown overboard from the blockade runner *Armstrong*, captured yesterday.

Commander Caldwell, of the *R. R. Cuyler*, being the senior officer, has taken charge of the cotton. No other vessel was in signal distance.

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Caldwell, U. S. Navy, commanding U. S. S. R. R. Cuyler.

U. S. S. R. R. CUYLER,
Lat. (D. R.) 32° 57′ N., Long. 77° 53′ W., December 4, 1864.

SIR: I have the honor to report that at 8:20 a. m., December 4, 1864, in latitude 32° 20′ N., longitude 77° 53′ W. (by dead reckoning), sighted and gave chase to a steamer burning black smoke and bearing W. by N. At 10:30 a. m. the *Gettysburg* hove in sight and headed the runner off, who changed her course from W. S. W. to N. W., with the intention of doubling around this vessel. We changed our course to cut her off, and at 12 had her near enough to open fire on her with our rifle gun. Several shot took effect, and one shell, passing through the starboard side, exploded in the cabin and set her on fire. At 2 o'clock p. m. the vessel hove to and we took possession of her, she proving to be the English-built vessel *Armstrong*, an iron steamer of about 630 tons (old measurement), built in September, 1864. Length, 232 feet; beam, 26½ feet; depth, 10½ feet; four engines of 50-horsepower each. She left Wilmington on her second trip for Nassau in company with another runner on the night of the 3d. She was loaded with 743 bales of cotton, about 300 of which they report being thrown overboard. She had also on freight about $25,000 in Confederate scrip. At the time of the capture the prize bore N. W. by N., distant 2 miles, the *Gettysburg* bearing S. W., distant 3 miles, and in signal distance, and the *Mackinaw* S. by E., distant 6 miles. The *Mackinaw* hove in sight about 11 o'clock a. m., bearing forward of the beam, but owing to the greater speed of all the other vessels, she was nearly astern when the capture was made. During the chase the *Cuyler* was going 13¼ to 13¾ knots per hour—the prize about 13. The *Gettysburg* headed the prize, so that in attempting to cross our bows she got into the trough of the sea, rolling heavily, and to this fact I attribute our early capture of the vessel.

The only ship's paper found on board was the contract with the builders for constructing the vessel, signed (July 5, 1864) by Thos. Wingate & Co., Glasgow.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Commander Caldwell, U. S. Navy, commanding U. S. S. R. R. Cuyler, forwarding prize lists of that vessel.

U. S. S. R. R. CUYLER,
Gosport Navy Yard, Va., December 13, 1864.

SIR: Enclosed herewith I have the honor to forward prize lists of the U. S. S. *R. R. Cuyler* for the capture of the steamer *Armstrong* on

December 4, and the picking up of two lots—one of 62 bales and the other of 71 bales—of cotton on December 5, 1864.

I have also to add (having omitted it in my previous report) that we continued the search for cotton on the 6th instant without success.

The *Armstrong* cost in Glasgow £35,000 ($175,000).

I took from the person of the master and purser $4,400 in American gold, which I sent under seal to the judge of the United States district court for the port of New York, together with the $25,000 of Confederate bonds (cotton bonds).

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Extract from the Journal of the U. S. S. Mackinaw, December 4, 1864.

U. S. S. MACKINAW,
At Sea, December 4, 1864.

Sunday.—Weather moderate; wind from the westward. At 2 a. m. prize cast off and proceeded on her course to Beaufort. At 9 boarded the brig *Hattie E. Wheeler*, from Cardenas for New York, with cargo of sugar. At 11:20 saw black smoke off port beam; bore up for it, steering S. by E. under all sail and steam. At 11:40 discovered a long, white steamer with two funnels to the eastward; at the same time made out the steamer burning black smoke to be the *Gettysburg*. We kept gradually changing our course up to as high as N. by W., thus keeping the chase from escaping to windward and all the time gaining on her. We fired several shots at her from our forward rifle, the shots generally going over her. We discovered a sail to leeward of the *Gettysburg*, in chase also, and firing. At 1:55 p. m. the chase hove to and stopped her engines, at which time the bearings of the vessels from each other were about as follows: The *Gettysburg* about one and one-half points off starboard bow; the chase about three points off starboard bow, 2½ miles distant, and the *R. R. Cuyler* three points forward of starboard beam, 3 miles off. At 2:10 stopped and sent a boat on board the prize, which proved to be the *Armstrong*, from Wilmington, with cargo of cotton, bound to Nassau. At 5:40 picked up two bales cotton. Latitude 32° 52′ N., longitude 78° 12′ W.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, to attempt the capture of party of Confederates en route to Smithfield, N. C.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, December 4, 1864.

SIR: I have received information that a party of 65 sailors, 200 barrels of powder, and a train are going to Smithfield. See if you can not capture them. I think they are going to the ram.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, Plymouth, N. C.

Report of Rear-Admiral Porter, U. S. Navy, transmitting list of vessels and their stations in the North Atlantic Blockading Squadron.

FLAGSHIP MALVERN,
Norfolk Navy Yard, Va., December 5, 1864.

SIR: I have the honor to enclose the semimonthly list of vessels in the North Atlantic Squadron, with their commanding officers and present stations.

I have the honor to be, very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Semimonthly list of vessels comprising the North Atlantic Squadron, with their commanding officers and present station.

Name of vessel.	Commanding officer.	Present station.
Agawam	Commander A. C. Rhind	Norfolk Navy Yard.
Alabama	Acting Volunteer Lieutenant F. Smith	Wilmington.
Anemone	Acting Ensign W. C. Borden	Do.
Alert	Acting Ensign J. Bishop	James River.
Atlanta	Acting Volunteer Lieutenant T. J. Woodward	Newport News.
Aries	Acting Master F. S. Wells	Wilmington.
Augusta	Commander T. G. Corbin	Not reported.
Arietta	Commander B. M. Dove	Sounds, North Carolina.
Albemarle (hulk)		Do.
Berberry	Acting Ensign M. Griffith	Wilmington.
Britannia	Acting Volunteer Lieutenant Saml. Huse	Do.
Banshee	Acting Volunteer Lieutenant W. H. Garfield	Do.
Bignonia	Acting Volunteer Lieutenant W. D. Roath	Do.
Belle		Sounds, North Carolina
Bazely (now Beta)		Do.
Brooklyn	Captain J. Alden	Hampton Roads.
Canonicus	Lieutenant-Commander Belknap	James River.
Chicopee	Commander A. D. Harrell	Wilmington, N. C.
Clematis	Acting Volunteer Lieutenant E. D. Bruner	Do.
Commodore Hull	Acting Master F. Josselyn	Sounds, North Carolina
Ceres	Acting Master H. H. Foster	Wilmington.
Cherokee	Acting Volunteer Lieutenant W. E. Dennison.	Do.
Calypso	Acting Master F. D. Stuart	New York.
Cambridge	Acting Volunteer Lieutenant J. F. Nickels	Norfolk Navy Yard.
Commodore Barney	Acting Volunteer Lieutenant G. B. Livingston.	James River.
Colorado	Commodore H. K. Thatcher	Hampton Roads.
Cactus	Acting Master and Pilot J. Evans	Do.
Commodore Morris	Acting Master R. G. Lee	James River.
Crusader	Acting Volunteer Lieutenant P. Hays	York River.
Commodore Perry	Acting Volunteer Lieutenant A. P. Foster	James River.
Cuyler, R. R	Commander [C. H. B.] Caldwell	Wilmington.
Chippewa	Lieutenant-Commander Weaver	Off Wilmington.
Cohasset	Acting Ensign [G. B.] Griffin	Norfolk Navy Yard.
Clinton	Acting Ensign F. J. Runnells	Do.
Dumbarton	Acting Volunteer Lieutenant H. Brown	Off Wilmington
Delaware	Acting Master J. H. Eldridge	James River.
Dawn	Acting Master J. A. Jackaway	Do.
Daylight	Acting Master H. A. Phelon	Do.
Dictator	Commodore John Rodgers	Not reported.
Dacotah		Do.
Emma	Acting Volunteer Lieutenant T. C. Dunn	Off Wilmington.
Eolus	Acting Master W. O. Lundt	Wilmington.
Eutaw	Lieutenant-Commander H. C. Blake	James River.
Fort Jackson	Captain B. F. Sands	Wilmington.
Florida		Not reported.
Fort Donelson	Acting Volunteer Lieutenant T. Pickering	Wilmington.
Fahkee	Acting Master F. R. Webb	Do.
Grand Gulf		Not reported.
Gettysburg	Lieutenant R. H. Lamson	Off Wilmington.
Governor Buckingham	Acting Volunteer Lieutenant J. MacDiarmid	Do.
General Putnam	Acting Master H. H. Savage	James River.
Granite	Acting Master E. Boomer	Hatteras Inlet.
Glance	Acting Master's Mate W. H. Bolton	York River.
Howquah	Acting Volunteer Lieutenant J. W. Balch	Wilmington.
Huron	Lieutenant-Commander T. O. Selfridge	Do.
Hunchback	Lieutenant J. Fyffe	James River.
H. Brinker	Acting Ensign J. H. Kerens	Do.

Semimonthly list of vessels comprising the North Atlantic Squadron, with their commanding officers and present station—Continued.

Name of vessel.	Commanding officer.	Present station.
Heliotrope	Acting Ensign James N. Norman	Hampton Roads.
Hoyt	Acting Ensign H. B. Twambly	Sounds, North Carolina.
Hetzel	Acting Master G. B. Thompson	Norfolk Navy Yard.
Harcourt		Do.
Iosco	Commander J. Guest	Hampton Roads.
Juniata	Captain W. R. Taylor	Do.
James Adger	Commander T. H. Patterson	Not reported.
I. N. Seymour		Hampton Roads.
Kansas	Lieutenant-Commander P. G. Watmough	Wilmington.
Keystone State	Commander Rolando	Do.
Lilian	Acting Volunteer Lieutenant T. A. Harris	Do.
Louisiana	Acting Volunteer Lieutenant F. M. Green	Navy Yard, Norfolk.
Launch No. 4		James River.
Launch No. 5		Sounds, North Carolina.
Launch No. 6		Not reported.
Lockwood		Sounds, North Carolina.
Lilac		Beaufort.
Little Ada		Wilmington.
Monticello	Acting Volunteer Lieutenant D. A. Campbell	Do.
Maumee	Lieutenant-Commander Jas. Parker	Do.
Mohican	Commander D. Ammen	Do.
Minnesota	Commodore J. Lanman	Hampton Roads.
Mackinaw	Commander J. C. Beaumont	Wilmington.
Massasoit	Commander R. T. Renshaw	James River.
Mount Vernon	Acting Volunteer Lieutenant J. Trathen	Wilmington.
Moccasin	Acting Ensign W. G. Upton	Do.
Mattabesett	Commander J. C. Febiger	Sounds, North Carolina.
Montgomery	Actg. Vol. Lieut. Commander E. H. Faucon	Wilmington.
Maratanza	Lieutenant-Commander G. W. Young	Do.
Morse		Not reported.
Miami	Acting Volunteer Lieutenant G. W. Graves	James River.
Mendota	Commander E. T. Nichols	Do.
Mount Washington	Actin, Master H. H. Haynie	Norfolk Navy Yard.
Mystic	Acting Master W. Wright	York River.
Monadnock	Commander E. G. Parrott	Hampton Roads.
Mahopac	Lieutenant-Commander J. M. Prichett	James River.
Martin	Acting Ensign M. D. Ames	Sounds, North Carolina.
Mercedita	Lieutenant-Commander M. Haxtun	Baltimore.
Malvern	Lieutenant W. B. Cushing	Hampton Roads.
Nyack	Lieutenant-Commander Newman	Wilmington.
Nansemond	Acting Ensign J. H. Porter	Do.
Nereus	Commander J. C. Howell	Not reported.
Niphon	Acting Master E. Kemble	Boston.
New Ironsides	Commodore W. Radford	Hampton Roads.
New Berne		Supply steamer.
Osceola	Commander J. M. B. Clitz	Wilmington.
Onondaga	Commander W. A. Parker	James River.
Otsego	Lieutenant-Commander H. N. T. Arnold	Sounds, North Carolina.
Phlox	Acting Ensign [D. F.] O'Brien	James River.
Powhatan	Commander J. F. Schenck	Hampton Roads.
Pequot	Lieutenant-Commander D. L. Braine	Wilmington.
Pawtuxet	Commander J. H. Spotts	Do.
Picket boats Nos. 1, 2, 3, 4, 5, and 6 changed to—		
Alpha		James River.
Beta	Acting Ensign H. F. Curtis	Sounds, North Carolina.
Gamma		James River.
Delta		Do.
Epsilon	Acting Ensign E. M. Boggs	Do.
Zeta		Do.
Poppy	Acting Ensign [Wm.] Clarke	Norfolk Navy Yard.
Quaker City	Commander W. F. Spicer	Wilmington.
Rhode Island	Commander [S. D.] Trenchard	Do.
Release	Acting Ensign C. H. Beckshofft	Beaufort.
Renshaw		Sounds, North Carolina.
Seneca	Lieutenant-Commander M. Sicard	Norfolk Navy Yard.
State of Georgia		Not reported.
Saco	Lieutenant-Commander J. G. Walker	Guard ship, Hampton Roads.
Shenandoah	Captain D. B. Ridgely	Off the Bahamas.
Susquehanna	Commdore S. W. Godon	Hampton Roads.
Santiago de Cuba	Captain O. S. Glisson	Wilmington.
Stepping Stones		Transferred to Potomac flotilla.
Samuel Rotan	Acting Master W. G. Nutting	York River.
Saugus	Commander E. R. Colhoun	James River.
Shamrock	Commander W. H. Macomb	Sounds, North Carolina.
Sabine	Lieutenant-Commander R. B. Lowry	Norfolk.
Shokokon	Acting Volunteer Lieutenant W. B. Sheldon	Beaufort.
Sassacus	Lieutenant-Commander J. L. Davis	Norfolk.
St. Lawrence	Commander D. Lynch	Do.
Tallapoosa	Lieutenant-Commander DeHaven	Boston.

Semimonthly list of vessels comprising the North Atlantic Squadron, with their commanding officers and present station—Continued.

Name of vessel.	Commanding officer.	Present station.
Tuscarora	Commander J. M. Frailey	Wilmington.
Tristram Shandy	Acting Volunteer Lieut. [Edward F.] Devens	Do.
Tacony	Lieutenant-Commander W. T. Truxtun	Sounds, North Carolina.
Ticonderoga	Captain C. Steedman	Hampton Roads.
Unadilla	Lieutenant-Commander F. M. Ramsay	Wilmington.
Unit	Acting Ensign C. B. Parry	Norfolk, Va.
Vanderbilt	Captain C. W. Pickering	Wilmington.
Victoria	Acting Ensign W. Moody	Navy Yard, Norfolk.
Vicksburg	Lieutenant-Commander F. H. Baker	Hampton Roads.
Valley City	Acting Master J. A. J. Brooks	Sounds, North Carolina.
Vance, A. D.	Lieutenant-Commander J. H. Upshur	Wilmington.
Wabash	Captain M. Smith	Hampton Roads.
Wilderness	Acting Master H. Arey	Wilmington.
Wyalusing	Lieutenant-Commander E. English	Sounds, North Carolina.
Whitehead	Acting Master G. W. Barrett	Norfolk Navy Yard
Wyandotte	Acting Master T. W. Sheer	Guard ship, Norfolk.
Young America	Acting Ensign and Pilot [Oliver] Lasher	Norfolk Navy Yard.
Young Rover		Delaware Breakwater.
Yantic	Lieutenant-Commander T. C. Harris	Wilmington.
Zouave		Hampton Roads.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

[Telegram.]

NORFOLK, *December 5, 1864.*

I am all ready and shall call on the ordnance officer at Fort Monroe for material.

Beardslee was the man I wanted, not Berney. I have found him.

DAVID D. PORTER,
Rear-Admiral.

Major-General B. F. BUTLER,
Dutch Gap, Va.

[Telegram.]

BUTLER'S HEADQUARTERS,
December 5, 1864—11:20 a. m.

Please have at once all the powder of which I spoke to you put in sand bags or flour sacks ready for shipment. You will see Admiral Porter on the subject. You will get the bags of the engineer department at Fortress Monroe. If not, notify me by telegram.

BENJ. F. BUTLER,
Major-General, Commanding.

Captain EDSON.

[Telegram.]

NAVY DEPARTMENT, *December 5, 1864.*

One tug obtained at Baltimore, another at Philadelphia, will be sent immediately. Letter of introduction sent, which, when found, retain.

G. V. FOX,
Assistant Secretary of Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Graves, U. S. Navy, making suggestions after an inspection of light-houses.

U. S. S. MIAMI,
Aiken's Landing, Va., December 5, 1864.

SIR: I have to report that, in obedience to your order of the 30th ultimo, I proceeded on the U. S. S. *Henry Brinker*, and inspected the light-houses in this command and hereto append the report.*

The light keepers are all supplied with copies of the rules and regulations from the Light-House Board. In regard to means of defense, I would suggest that each light-house should be supplied with a few hand grenades, and repeating or breech-loading rifles, with bayonets to beat off any boats attacking them; also with some rockets to signalize to the gunboats in case of an attack, a plan of which I append.

Very respectfully, your obedient servant,

G. W. GRAVES,
Acting Volunteer Lieutenant, Commanding U. S. S. Miami.

Commander WILLIAM A. PARKER,
Commanding Fifth Division North Atlantic Squadron.

[Enclosure.]

Signals to be used by the keepers of light-houses in the Fifth Division North Atlantic Squadron.

On discovery of the approach of an enemy, the light-house keeper to display a blue rocket.

If the enemy retreat, or are beaten off, the light-house keeper to display a red and blue rocket.

The above signals, when seen by any gunboat, to be answered by a white and red rocket.

[Telegram.]

NORFOLK, VA., *December 5, 1864.*
(Received 9 a. m., December 6.)

Spuyten Duyvil and launch *No. 6* have arrived. Had to put *Spuyten Duyvil* in the dock; she will be ready in a day.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES.

[Telegram.]

FLAGSHIP MALVERN,
Norfolk, December 5, 1864.

Please send, without delay, 60 more obstruction shells, with wires 200 feet long, for the *Spuyten Duyvil.*

DAVID D. PORTER,
Rear-Admiral.

Rear-Admiral GREGORY,
United States Hotel, New York City, N. Y.

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* Not necessary to publish.

Report of Commander Macomb, U. S. Navy, commanding District of the Sounds, regarding various matters.

ALBEMARLE SOUND, NORTH CAROLINA, *December 5, 1864.*

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 1st instant, enclosing a copy of a letter to General Butler, and of two of the 30th ultimo.

In obedience to the directions of the letter of the 1st December, I am now on my way to New Berne to communicate with General Palmer. I left Plymouth at 11 o'clock a. m. in the army steamer *John Farron*.

The schooner *Mary Elizabeth* will be sent to you to-day with three IX-inch Dahlgren guns and some 32-pounders (captured at Plymouth) and their carriages, etc., and probably some captured ammunition.

I do not think that the *Commodore Hull* and *Ceres*, the only two light-draft vessels I have in a serviceable condition, will be sufficient for the purpose mentioned in your communication of the 1st instant, and I respectfully request more vessels of that kind. I shall, however, do my best as it is.

Respectfully, etc.,

W. H. MACOMB,
Commander, Commanding District Sounds.

Rear-Admiral D. D. PORTER, etc.

Engagement with Howlett's battery, December 5 and 6, 1864.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Chief Engineer Peake, U. S. Navy.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Gosport Navy Yard, December 8, 1864.

SIR: In an engagement on the 5th instant with the monitors against the enemy's batteries up the James, where our fire was very effective, the *Saugus* was struck once in the turret with a solid Brooke rifle shot which completely disabled the turret. The causes will be explained in a letter herewith enclosed, which I directed the chief engineer to write for your information.

The turret of the *Saugus* is one of the best [turrets] of the ironclads, with the exception of the plan of putting in the bolts.

We can repair the vessel here if the engineer's plan is adopted and make her better than ever.

The *Mahopac* was struck six times without receiving any damage.

Our firing was very good, but I have not received Commander Parker's report.

It was fortunate [that] the occurrence took place here instead of at Wilmington. It is calculated that ten such shot would destroy the turret, so many bolts having been broken and thrown out by one shot.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

FLAGSHIP MALVERN,
Norfolk Navy Yard, December 8, 1864.

SIR: In the engagement of the 5th instant with Howlett's battery, and the *Saugus*, the latter was struck twice, once in the side armor the

other in the turret by 7-inch Brooke rifle shot, resulting in damages as reported in survey held on the 6th instant. On the following day the *Mahopac* was struck five times without receiving any damage, her turret having a number of bolts in each sheet put in from the outside tapering before leaving port, while those of the *Saugus* were put in from the inside and not filling the holes or drawing the sheets together as would be done if put in from the outside tapering. The third sheet from outside of turret being left larger than the others, it was supposed in riveting bolts they would upset in that place and form a shoulder that would prevent bolts driving in, which is not the case, there being no shoulder formed at that place.

From the effects of this shot and one received in June last (of which a report was made), in my opinion, ten similar shots would entirely loosen the sheets and render the turret useless.

Respectfully, your obedient servant,

JOHN L. PEAKE,
Acting Chief Engineer, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Commander Parker, U. S. Navy, commanding Fifth Division.

U. S. MONITOR ONONDAGA,
Dutch Gap, James River, December 7, 1864.

SIR: I have to report that I engaged yesterday and the day before the batteries at Howlett's house and opposite the anchorage with the four monitors. I witnessed the fight at the foot of the Signal Tower in obedience to your order.

The *Mahopac* and the *Saugus* were struck several times by shot from Howlett's batteries, but none of the crews were wounded.

The enemy used heavy shot, apparently 150-pounder rifle and X-inch columbiad. The damage done to the monitors can be easily repaired, I think, and they are ready for immediate service.

The battery at Howlett's house affords an excellent opportunity for target practice, being on a hill visible from the ship, but the field batteries can only be fired at by signal from the fort or Signal Tower opposite to the ship.

The fire from the monitors was good and accurate generally, but we were unable to silence the enemy; that from the *Saugus* on the 5th instant was particularly excellent, eliciting expressions of admiration from the army officers present, as her XV-inch shot struck the parapet and exploded inside the fort at nearly every discharge. I will send on the detailed report as soon as it can be prepared.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Saugus.

U. S. IRONCLAD STEAMER SAUGUS,
Dutch Gap, James River, Virginia, December 6, 1864.

SIR: In the engagement on the 5th instant with Howlett's battery we took position just below the obstructions in Trent's Reach, distant

from the battery about 2,100 yards. We fired 40 10-second shells, nearly all of which exploded in or over the battery. The enemy fired at us 32 shots from two guns, one a X-inch columbiad, the other a 7-inch Brooke rifle. We were struck twice by the latter, once on the turret and once on the side armor on starboard bow, just below the surface of the water. The hit on the turret was a severe one, breaking five of the 2-inch bolts which secure the base ring to the turret. Thirty-six of the turret bolts are broken and forty others are started, probably a number of them being fractured. I am satisfied that blow was not more severe than some received by the *Weehawken* when under my command off Charleston, the effect of which was some eight or ten bolts broken, showing the great superiority of the original plan of securing the turret plates. The shot which struck on the side armor did no damage.

To-day we fired at the batteries opposite Dutch Gap. As they could not be seen from the *Saugus*, I directed the firing by signal from Battery Sawyer. The practice was good. The enemy returned our fire with a X-inch columbiad, and used a 200-pounder Parrott against Battery Sawyer.

We were not struck. We expended 23 10-second shell and 7 10-second shrapnel.

Very respectfully, your obedient servant,

EDMD. R. COLHOUN,
Commander.

Commander WM. A. PARKER,
Commanding Fifth Division.

Report of Commander Colhoun, U. S. Navy, transmitting report of practice with Howlett's battery.

U. S. IRONCLAD STEAMER SAUGUS,
Dutch Gap, James River, Virginia, December 6, 1864.

SIR: Herewith enclosed is a report of our practice with Howlett's battery on the 5th instant. It is made by request of the Assistant Secretary of the Navy several months since, previous to your assuming command of the North Atlantic Squadron.

I have reported to Commander William A. Parker, commanding Fifth Division, this engagement and the one to-day with the batteries opposite Dutch Gap.

Very respectfully, your obedient servant,

EDMD. R. COLHOUN,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Enclosure.]

U. S. IRONCLAD STEAMER SAUGUS,
Dutch Gap, James River, Virginia, December 5, 1864.

SIR: I have the honor to report the engagement to-day with Howlett's battery. We fired from the two XV-inch guns 14 shells in twenty-seven and one-half minutes, or at the rate of 30 per hour.

The estimated distance was 2,100 yards, and the elevation of the guns 7¼ degrees. We fired two points on the starboard bow, turning

the turret after each discharge of the guns ten points, or 105 degrees. The aim was deliberate and the firing good, as nearly every shell exploded in or over the battery. Commander William A. Parker, commanding Fifth Division, who had a good position on shore to observe, said he had not seen better practice. There was so little wind that the smoke from No. 1 delayed the firing of No. 2 gun. If there had been a breeze, we could have fired 36 shells per hour.

Very respectfully, your obedient servant,

EDMD. R. COLHOUN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of board of survey on the U. S. S. Saugus.

U. S. IRONCLAD SAUGUS,
James River, Virginia, December 6, 1864.

SIR: In obedience to your order of this date to report upon the nature and extent of the injury to the turret of this vessel, received from a shot fired from Howlett's battery on the 5th instant, would respectfully report: This vessel was struck from a distance of about 2,100 yards by what appeared to have been a solid wrought-iron shot from a Brooke rifle, indenting the turret about 3 inches and at about 20 inches above the base ring, near the edge of the sheet. The fracture extended through to the edge of the sheet, with cracks of about 6 inches in length, radiating from the center of the indentation.

The inside sheet is bulged inward about 2½ inches, with two large fractures clear through the sheet, one 12 inches and the other about 20 inches in length.

Five of the large 2-inch bolts are broken in the base ring, while 36 of the turret bolts are broken, and 40 others are started and probably some of them fractured.

The entire sheet on one edge is started from the base ring to top of turret, and at one spot is about 3 inches out of place.

From the appearance of the bolts they seem to have been injured by overheating, and we attribute the large number broken to the peculiar construction of the turret.

Very respectfully, your obedient servants,

EDMD. R. COLHOUN,
Commander, U. S. Navy.
ALEX. HENDERSON,
Chief Engineer, U. S. Navy.
JOHN L. PEAKE,
Acting Chief Engineer, U. S. Navy.

Commander WM. A. PARKER,
Commanding Fifth Division, James River, Virginia.

Report of Lieutenant-Commander Belknap, U. S. Navy, commanding U. S. S. Canonicus.

U. S. S. CANONICUS,
Dutch Gap, James River, Virginia, December 5, 1864.

SIR: I have the honor to report that in obedience to your order I opened fire this afternoon, in company with the *Mahopac*, upon the line

of rebel works extending across from Devil's Elbow to a point on the river abreast Farrar's Island.

The rebel batteries could not be seen from our position in the river, but by your direction I went on shore at the signal station near Battery Sawyer, and directed the fire of the two vessels by signal.

After the range and direction had been obtained, the practice was tolerably good. The distance was about 2,300 yards, and the expenditure of projectiles from this ship was 21 shells and 1 cored shot.

The enemy fired only two guns in reply, their shells exploding over and beyond Battery Sawyer.

Very respectfully, your obedient servant,

GEO. E. BELKNAP,
Lieutenant-Commander, Commanding.

Commander WM. A. PARKER,
Comdg. U. S. S. Onondaga, Fifth Div. North Atlantic Squadron.

Second report of Lieutenant-Commander Belknap, U. S. Navy, commanding U. S. S. Canonicus.

U. S. S. CANONICUS,
Dutch Gap, James River, Virginia, December 6, 1864.

SIR: I have the honor to inform you that in obedience to your orders I moved up to the obstructions this afternoon, below Howlett's battery, and engaged that work at a distance of about 2,200 yards.

I ceased firing from the right gun at the seventh round, the upper portion of the outer plate of the turret having been forced out 1 inch and 8 boltheads broken off by the blast of the gun.

At the twenty-fourth fire, the tide having become slack, I withdrew from action. Our practice seemed to be very good. The rebel battery replied spiritedly to our fire, firing in all 44 shot and shell; fortunately none of them struck this vessel.

We expended 24 shells, 10-second fuze.

Very respectfully, your obedient servant,

GEO. E. BELKNAP,
Lieutenant-Commander, Commanding.

Commander WM. A. PARKER,
Comdg. U. S. S. Onondaga, Fifth Div. North Atlantic Squadron.

Report of Lieutenant-Commander Potter, U. S. Navy, commanding U. S. S. Mahopac.

U. S. IRONCLAD MAHOPAC,
James River, Virginia, December 7, 1864.

SIR: I have to report that this vessel moved up yesterday, in obedience to your order, to attack Howlett's battery. At 2:20 p. m. anchored on starboard beam of the *Canonicus*, estimated distance from battery 2,100 yards; opened with 10-second shell, giving greatest elevation. Fired 6 shell with partial success, 50 pounds of powder, carrying over, and 35 falling short. There were two reasons for our slowness of fire; we were directly to leeward of the *Canonicus* and her smoke greatly troubled us; and the straps of the shell gave way, so that three had to be sent below after reaching the muzzles of the guns.

We were struck by five projectiles, one round shot breaking a deck-plate over the cabin and deck between the beams, striking the turret

very nearly square, breaking off one bolthead, starting plate in and cracking it slightly outside; inside, cracked plate, broke off one bolthead, and started upper fastenings of pilaster. A rifle shot glanced from turret, struck the deck abeam of turret, breaking one turret bolthead and one on deck. A rifle shot struck the deck on overhang aft, carrying away port warping chock. A round shot through musket screen of turret. A round shot passed half its diameter through top of musket screen and struck the pilot house square a little above its base, breaking one bolthead off outside; inside, breaking off two boltheads, starting ten others, cracking inside plate badly, and forcing the point opposite the point of impact in very much.

The rifled projectiles were, I think, 7½ or 8 inches and the round shot 10 inches in diameter. The depth of the indentation on turret of the square hit is $1\frac{5}{16}$ inches, that of the pilot house is 2¼ inches. The shot striking fairly broke into many pieces; that against pilot house covered turret with fragments, the largest weighing 22 pounds 6 ounces, many small ones [falling] through gratings into turret; that against turret throwing fragments on board the *Canonicus*. Shot struck all around us and a number between the two vessels, lying so close that at one time their sterns touched. A few minutes after 3 we hove short and backed down the river to our anchorage, the *Canonicus* having preceded us. We are at work repairing the deck plate, and I would recommend that the repairs be completed before the vessel is sent to sea, as it will make a bad leak.

Very respectfully, your obedient servant,

EDWD. E. POTTER,
Lieutenant-Commander, U. S. Navy.

Commander W. A. PARKER,
Commanding Fifth Division North Atlantic Squadron.

[Telegram.]

OFFICE SOUTHERN TELEGRAPH COMPANIES,
Hancock's, [December] 5, 1864.
(Received December 6.)

We have had a lively fight at Dantzler with the ironclads all the evening.

The 7-inch gun has been most active.

Struck the ironclads four or five times.

The dents are apparent and men are seen working on them. All the land and mortar batteries opened. General Pickett asks that you send it as many wrought-iron bolts as possible.

Distance 2,300 yards.

S. G. LEITCH,
[*Captain*].

Commander J. M. BROOKE,
C. S. Navy.

Order of Lieutenant-General Grant, U. S. Army, to Major-General Butler, U. S. Army, regarding expedition against Fort Fisher, N. C.

HEADQUARTERS ARMIES OF THE UNITED STATES,
City Point, Va., December 6, 1864.

GENERAL: The first object of the expedition under General Weitzel is to close to the enemy the port of Wilmington. If successful in

this, the second will be to capture Wilmington itself. There are reasonable grounds to hope for success, if advantage can be taken of the absence of the greater part of the enemy's forces now looking after Sherman in Georgia. The directions you have for the numbers and equipment of the expedition are all right, except in the unimportant matter of where they embark and the amount of entrenching tools to be taken. The object of the expedition will be gained by effecting a landing on the mainland between Cape Fear River and the Atlantic north of the north entrance to the river. Should such landing be effected whilst the enemy still hold Fort Fisher and the batteries guarding the entrance to the river, then the troops should intrench themselves, and by cooperating with the Navy effect the reduction and capture of those places. These in our hands, the Navy could enter the harbor and the port of Wilmington would be sealed. Should Fort Fisher and the point of land on which it is built fall into the hands of our troops immediately on landing, then it will be worth the attempt to capture Wilmington by forced march and surprise. If time is consumed in gaining the first object of the expedition, the second will become a matter of after consideration. The details for execution are intrusted to you and the officer immediately in command of the troops. Should the troops under General Weitzel fail to effect a landing at or near Fort Fisher they will be returned to the army operating against Richmond without delay.

U. S. GRANT,
Lieutenant-General.

Major-General B. F. BUTLER,
Commanding Army of the James.

[Telegram.]

BUTLER'S HEADQUARTERS, *December 6, 1864.*

What day can we start from the fortress? I wish not to keep troops on board transports a day longer than possible, as it will take some days to reach Savannah anyway. Is there anything I can aid you in?

BENJ. F. BUTLER,
Major-General Commanding.

Admiral PORTER.

[Telegram.]

GOSPORT [NORFOLK] NAVY YARD, *December 6, 1864.*

Your telegram is received. The vessels to carry the ammunition will be ready in the morning, completely fitted.

The ordnance officer at Fortress Monroe is doing everything he can to expedite matters. Most of our ammunition is here and will commence loading up to-morrow.

I will report progress to-morrow evening so that you can make your calculations when to embark.

I think I can, by to-morrow, tell you within an hour when we can be ready. We are ready in every other respect.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Major-General B. F. BUTLER,
Dutch Gap, Va.

[Telegram.]

GOSPORT [NORFOLK] NAVY YARD, *December 6, 1864.*

Keep the three monitors ready to move down at a moment's notice. See that each has her pilot to bring them as far as the roads.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander W. A. PARKER,
Comg. Fifth Division North Atlantic Squadron, James River.

[Telegram.]

BUREAU OF ORDNANCE,
Navy Department, Washington City, December 6, 1864—3:30 p. m.

A torpedo apparatus and 50 torpedoes have this day been forwarded from the ordnance yard here by an army transport to the care of the senior officer at Fortress Monroe.

H. A. WISE,
Chief of Bureau.

Commander D. LYNCH,
U. S. Ship St. Lawrence, off Norfolk, Va.

Report of Lieutenant-Commander Young, U. S. Navy, commanding U. S. S. Maratanza, regarding the escape of a blockade runner.

U. S. S. MARATANZA,
Off Western Bar, Cape Fear River, December 6, 1864.

SIR: This morning between 1 and 2 o'clock I distinguished the noise of paddles of a side-wheel steamer running evidently for the bar, and apparently coming from the southward; in a few moments made a white object a little on port bow; challenged her by light and Coston signal, but receiving no answer (as soon as I could get the ship's head payed off to port), I fired at the steamer, who doubled across our bow and started at full speed to the northward and westward. I fired three times at her and also sent up rockets indicating the direction taken by the steamer, but as the haze lay close to the water, lost sight of her in a very short time. I would remark that the night was very smoky, and if it had not been for the noise of her wheels she could have passed through the fleet undiscovered.

I am inclined to believe that the vessel ran in to Fort Caswell a short time afterwards, as the officer of the boat who fired the steamer *Ella* heard a vessel blowing off steam inside the bar about 4 o'clock.

Very respectfully, your obedient servant,

GEO. W. YOUNG,
Lieutenant-Commander and Senior Officer Present.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Commander Macomb, U. S. Navy, of his return from New Berne after interview with General Palmer, U. S. Army.

U. S. S. VALLEY CITY,
Pamlico Sound, North Carolina, December 6, 1864.

ADMIRAL: As I informed you in my No. 55, I started for New Berne on the 5th instant to have an interview with General Palmer, in obedience to your letter of the 1st December.

I have seen the general and am now on my way back to Plymouth, having ordered the *Commodore Hull* and *Ceres* up also.

While at New Berne I saw the *Valley City*, which vessel had been delayed there by some disarrangement of her pump, and I ordered her to proceed to Plymouth also to take part in the coming attack. Hoping that my reasons may be a sufficient excuse for detaining the *Valley City*,

I am, sir, very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding District Sounds.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Master Sheer, U. S. Navy, regarding the Norfolk custom-house.

U. S. GUARD VESSEL WYANDOTTE,
Elizabeth River, Virginia, December 7, 1864.

SIR: I have the honor to inform you that the custom-house at Norfolk was opened to-day for commercial business, and that vessels are passing out under a clearance paper signed by J. H. Hudson, collector of the port, and without the proper military passes heretofore required.

The custom-house authorities inform the captains of vessels that the guard ships have no further right to interfere with their free passage in and out of this port. As my orders require me to forward with my return the passes by which the vessels are passed, I am at a loss how to proceed under the new regulations. I therefore respectfully ask for instructions regarding them.

I am, sir, very respectfully, your obedient servant,

THOS. W. SHEER,
Acting Master, Commanding.

Commander EDWD. T. NICHOLS, U. S. Navy,
Comdg. Fifth Division North Atlantic Squadron, James River.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Leonard, U. S. Navy, to proceed to Craney Island anchorage for powder.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, December 7, 1864.

SIR: You will take command of the *Louisiana*, and as soon as she is ready take her to the anchorage at Craney Island, anchoring her well out of the channel and in an unfrequented place. Whilst you are

engaged taking powder on board you will have no fire of any description whatever on board, and you must get your meals cooked on board the nearest hulk to you.

Take every precaution to prevent fire. Allow no unauthorized persons to come on board. Wet the decks frequently. Take great care that your men have no opportunity to get drunk, and adopt such precautions as may be necessary for the safety of the vessel.

Ask and obtain of Captain Lynch a revolver for each of the officers, which you will return as soon as you are relieved from the vessel.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Ensign GEO. LEONARD, U. S. Navy,
U. S. S. Louisiana.

Instructions from Rear-Admiral Porter, U. S. Navy, to Commander Parker, U. S. Navy, regarding measures of protection in James River.

GOSPORT [NORFOLK] NAVY YARD, *December 7, 1864.*

SIR: The burning of vessels by the rebels along the James River threatens to become a serious thing unless checked, and you must immediately take steps to put a stop to it. The rebels started a party of 60 sailors and 10 cart loads of powder to a place called Smithfield a few days ago, and it is without doubt their intention to seize upon some vessels, load them with powder and attempt to blow up some of our vessels. I telegraphed you to send two vessels there at once, but send them under the command of a vigilant naval officer. At night keep one stationed opposite Pagan Creek with her lights out and out of the way of vessels coming down the channel. At night, when the weather will permit, send out guard boats with muffled oars, well armed, and in charge of an officer to be relied on. The boats will lie quietly close in with the land and keep a good lookout for boats putting off from shore. Let them get outside of the guard boats, and then give chase to and capture them at all hazards. These marauders are nothing more than pirates and it matters little how they are dealt with.

There is but little need of vessels now at Dutch Gap. The *Mendota*, *Commodore Perry*, *Henry Brinker*, and *Western World* can all be spared to patrol between the points of Nansemond River and Lawn's Creek, above the Point of Shoals. You must direct their officers to destroy every boat they see or hear of along the river, but never to land except in strong force and armed, and under the guns of their vessels.

Whenever any commander finds a vessel anchored close inshore, he may depend it is for the purpose of communicating with the rebels or trafficking. Such vessels must be detained and made to give a satisfactory account of themselves.

You must give the light-houses at White Shoal and Point of Shoals a careful protection, and generally go there at night, avoiding them in the daytime except to examine them.

When small vessels are found lying in the river in calms and not under protection, take them in tow and keep them anchored near you for the night. If there are three or four, tow them all until you get a number together and then protect them.

It may look like a want of watchfulness on the part of the Navy if these vessels are destroyed, and I require the greatest vigilance night

and day, and that the gunboats move up and down guarding vessels at anchor or underway. When there is any appearance of rebels along the shore, or a likelihood of their being there, shell the place well.

You will have to deal rigidly with vessels placing themselves in danger, for the chances are they do it purposely.

Whenever a vessel's light is seen anchored in the channel way at night go to her, make her haul out of the channel into such water as she will be safe in, and put out her light, keeping one ready lit in a bucket to show to a passing vessel.

Caution the transports to keep an armed watch on deck, and allow no boats to approach them. Never send your boats to board a vessel at night unless the gunboat is close by and can be seen by the people on board the vessel to be boarded.

Establish a system of passwords for your boats, changing them every night. This will prevent mistakes.

Whatever may be desirable to guard the river and prevent these depredations you will do without further orders from me, and hold every officer to a strict accountability for inattention to orders.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander W. A. PARKER,
Comdg. Fifth Division North Atlantic Squadron, James River.

Report of Lieutenant-Commander Watmough, U. S. Navy, regarding the destruction of a blockade runner off New Inlet, North Carolina.

U. S. GUNBOAT KANSAS,
Off New Inlet, December 7, 1864.

ADMIRAL: I have to report that the engine and boilers of the tug *Clematis* have been condemned to extensive repairs. I have ordered her to Hampton Roads.

The *Moccasin* has arrived here and will take her place at the bar.

This morning at daylight a runner was discovered on shore on the outer edge of the Caroline Shoal, about E. S. E. from the Mound. I stood in for her, accompanied by the *Maumee*, *Monticello*, and *Buckingham*, the tugs in attendance, and opened fire at long range. I can not say what damage we did her, but in an hour's deliberate firing think she was struck. Her people were seen leaving in boats after the first few guns, our shot and shell falling around and near the vessel. The fire was returned by the Mound, Fort Fisher, and the numerous connecting and masked batteries, but with no results, as, with the exceptions of a few rifle shots, all fell short. I ceased firing when indications of wind from the southward and a rising sea promised to effect the destruction. She now presents the appearance of having been bilged. The sea is making a clean breach over her. When the weather permits we will endeavor to finish her. Our picket boats and tugs saw nothing of her. She is a long, low, double-stack runner. The large, fine steamer before alluded to is still in, having made one attempt to get out, but returned to ground on the beach under Fort Fisher. Since my last I sent in four boats from this vessel, the *Maumee*, *Monticello*, and *Howquah*, to capture and destroy her at her anchorage just this side of the Rip, but as the boats entered over the bar several of the officers in the boats saw a steamer passing the lights toward the Swash Channel. They continued on,

however, until they turned inside Caroline Shoal, and it was a fortunate circumstance, for instantly afterwards the forts and batteries opened a very heavy fire of shell, etc., on the bar. The officer commanding, Acting Master [Samuel] Hall, of this vessel, deeming their expedition discovered, and having seen their prey, as was supposed, leaving by the other channel to the northward, returned after the firing ceased. No steamer is known by bar vessels to have gone out that night, and daylight showed her still at anchor. My opinion is she moved down close under Fort Fisher after dark and returned before daylight to her anchorage, for two mornings afterwards we discovered her there and her bow on the beach, but on our moving in to examine her she backed off and retired to the Rips, where she still is.

I am, sir, very respectfully, your obedient servant,

PENDLETON G. WATMOUGH,
Lieutenant-Commander, Senior Officer Present.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.]

NORFOLK, *December 8, 1864.*

Miami has been ordered to City Point. Three gunboats to patrol the river between Pagan Creek, Ragged Island Creek, and Point of Rocks. All the vessels will row guard at night, and every precaution taken to prevent surprise.

There are now 65 rebel sailors, with 10 cart-loads of powder, at Smithfield, on or near Pagan Creek. They came from Richmond around by Franklin. These are the men doing the damage.

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-General U. S. GRANT,
City Point, Va.

Report of Commander Parker, U. S. Navy, responding to telegraphic orders regarding precautions against surprise.

U. S. S. ONONDAGA,
Aiken's Landing, below Dutch Gap, James River,
December 8, 1864.

SIR: I have the honor to acknowledge the receipt of your telegram, dated Norfolk, December 8, which was received by me at 3:30 o'clock p. m. It reads as follows:

Send the two monitors *Mahopac* and *Canonicus* down to Hampton Roads, Virginia, at once. Station the *Mendota* at City Point.

D. D. PORTER.

A second dispatch was received at 4:30 p. m., as follows:

Go down the river yourself and give the commanders of all the vessels orders to be on the alert and to row guard along the shore; also to shift their positions after dark, and to lie somewhere where they show no lights. Arm the tugs and keep them patrolling. Order the commander of the *Miami* to have all his boats out and row guard about City Point. Let me know by telegraph what has been done, and send full reports by mail. Send the *Miami* to City Point instead of the *Mendota*, as ordered by telegraph this morning.

D. D. PORTER,
Rear-Admiral.

In reply I have to state that the three monitors are at City Point; also the *Miami* and *Mendota*. I have ordered the *Mahopac* and *Canonicus* to Hampton Roads, Virginia. I have removed all the vessels below Dutch Gap to Aiken's Landing. I shall go down the river to visit the different vessels and put them on the alert, as you direct. I ordered the *Miami* down on the 6th instant to City Point, as I thought that the Government property was unsafe without a proper guard. The *Mendota* went to City Point this morning to make the ordnance inspection of the different vessels in the river and the ordnance vessels at City Point. I shall order the *Mendota* to return to Aiken's Landing, below Dutch Gap. The rebel rams came down the river last evening to about three-fourths of a mile above Fort Brady, but made no attempt to pass it. All the field batteries near Dutch Gap were manned yesterday afternoon. I sent two gunboats to patrol the river last night, viz, the *Hunchback* and the *Daylight*.

Respectfully, yours,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, Hampton Roads, Virginia.

[Telegram.]

NORFOLK, *December 8, 1864.*

Don't let any of the vessels fire at the Howlett battery, and keep them all out of fire until further orders.

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
Comdg. U. S. S. Onondaga, James River, Dutch Gap, Va.

Report of Commander Parker, U. S. Navy, responding to telegram forbidding the firing from the vessels upon Howlett's battery.

U. S. S. ONONDAGA,
Dutch Gap, James River, December 8, 1864.

SIR: I have the honor to acknowledge the receipt of your telegraphic dispatch, dated Portsmouth, [Va.], December 8, which was received on board this vessel at 1:45 o'clock p. m., and the reply sent back immediately. It reads as follows:

Don't let any of the vessels fire at the Howlett battery. Keep them all out of fire till further orders.

D. D. PORTER.

In consequence I shall remove this vessel below Dutch Gap, and all others except the picket boats at night.

I am, sir, very respectfully, yours,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, to provide accommodations for Major Casey, U. S. Army, witnessing the attack upon Fort Fisher.

NAVY DEPARTMENT, *December 8, 1864.*

SIR: Afford Major Casey such information and facilities as will aid him in carrrying out the enterprise intrusted to him, and provide him with such accommodations on board of one of the vessels of your squadron as comport with his rank in the Army.

Very respectfully, etc.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Beaumont, U. S. Navy, regarding the disposition of prize cotton.

U. S. S. MACKINAW,
Beaufort, N. C., December 8, 1864.

SIR: I respectfully inform the Department that I have to-day shipped in the supply steamer *New Berne* and sent to New York for adjudication 27 bales of cotton, picked up at sea by this vessel while cruising on the 4th and 5th instant.

I have the honor to be, very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Lieutenant Miot, Imperial French Navy, to Rear-Admiral Porter, U. S. Navy, acknowledging courtesies received.

[Translation.]

ON BOARD THE ADONIS, *December 9, 1864.*

ADMIRAL: My stay at Bermuda Hundred having to be prolonged for a fortnight, I have not thought it advisable to keep any longer the pilot, Mr. Nelson, whom you have kindly offered me.

I have had nothing but satisfaction in my relations with Mr. Nelson, and I desire, as far as is permissible, to pay a just tribute to his discretion, his conduct, and his ability as a pilot.

I respectfully beg you also, admiral, to receive my warmest thanks for the thoughtful and gracious kindness that I have received from you on this occasion, and I hasten to seize this opportunity to renew to you, admiral, the assurance of my most respectful sentiments.

EDE. [PAUL EMILE] MIOT,
Lieutenant, Imperial French Navy, Commanding the Adonis.

Rear-Admiral PORTER.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Gunner Peters, U. S. Navy, to proceed to Beaufort, N. C.

NORFOLK, *December 9, 1864.*

SIR: You will proceed to Beaufort, N. C., through the canal, and report to Commander B. M. Dove, commanding naval station at that place.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Gunner HERMAN PETERS,
Commanding Picket Launch No. 6.

Report of Rear-Admiral Porter, U. S. Navy, regarding the purchase of the U. S. S. Theta.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Gosport Navy Yard, December 9, 1864.

SIR: I have the honor to state that I have completed the purchase of the tug *John T. Jenkins* and propose to name her *Theta*, the next on the list of the Greek alphabet of those already purchased.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Harrell, U. S. Navy, commanding U. S. S. Chicopee, of the capture of property at Edenton, N. C.

U. S. S. CHICOPEE,
Albemarle Sound, North Carolina, December 9, 1864.

SIR: I have to report that in obedience to your order of the 8th instant I visited Edenton and sent a party of armed sailors and marines from this vessel and the *Valley City* on shore, under the command of Lieutenant Walker and Acting Master Brooks, commander of the last-named vessel. The persons whom you ordered seized, to wit, George W. Parrish, Joseph A. Woodward, J. W. Poole, could not be found. Their houses were examined and all the cotton found brought off.

There can be no doubt of the illicit traffic carried on by the persons above named. The evidence found at Pitch Landing over their sworn signatures to Captain George (rebel commissary), together with that of citizens of Edenton under oath, taken before Lieutenant Walker, who acted by my order (all of which is herewith enclosed),* fixes it upon them beyond all reasonable doubt.

Having understood that some cotton was stored at Sandy Point, I sent an armed party under the command of Acting Ensign J. A. Crossman at 12 o'clock (midnight) on shore to secure it. He found that it had been effectually concealed or removed to some distant point.

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* I retain the papers, but can send copies if required. W. H. M[ACOMB].

I captured a sloop on my return from Sandy Point. The captain states that he is from Great Bridge. He has a pass signed by a Major McLaughlin, without date or place. Has no manifest or bill of lading. He has given a false statement of the nature of his cargo, as proved by examination.

The paper which I enclose, as you will perceive, states that the goods belong to and were purchased by the persons therein named, and for family use, signed by C. C. Poole, "agent." He does not state whether United States agent or not. The whole story is false from beginning to end. The two men found on board are the owners, as they will swear, their intention being to sell the cargo to rebels for cotton and return it to Poole and buy another load for a similar purpose.

I beg leave to call your attention to what all the Union people of Edenton state (see deposition), to wit:

That the blockade running of the men whose names I have given places the necessaries of life far beyond the reach of persons of moderate means, $1 United States currency being demanded for 1 pound of bacon, $3 per yard for calico. Of course such prices could not be given, and the articles are sent to the enemy and exchanged for cotton.

It places the Union families of that place and neighborhood completely in the power of these three or four men, who assist the rebels in every way they possibly can.

I enclose a statement of the captured cotton, with the [names of] the persons who profess to own it; also a list of the reported cargo of the sloop (no name). James Porter and Henry Pope were on board and are the true owners of the same.

Very respectfully, your obedient servant,

A. D. HARRELL,
Commander, U. S. Navy.

Commander W. H. MACOMB, U. S. Navy,
Commanding Division Sounds of North Carolina.

P. S.—Discovering that there was a good deal of bad feeling, and threats having been made against the Union people of Edenton, I deemed it necessary to send an order to the mayor of the town, a copy of which I enclose.

A. D. H.

[Enclosures.]

U. S. S. CHICOPEE,
Edenton Bay, North Carolina, December 9, 1864.

SIR: The recent visit of the Union gunboats to this place may have caused unpleasant feelings toward the friends of the Union residing in and about Edenton.

Should any violence be offered to Union men and their families in person or property, summary punishment will instantly follow.

You will promulgate this to the citizens in such manner as you may deem proper.

The delivery of this to you by one of my officers will be considered equivalent to a receipt for the same; therefore ignorance of its contents by any person in your town can not be pleaded in excuse for any violation of this order.

Very respectfully, etc.,

A. D. HARRELL,
Commander, U. S. Navy.

The MAYOR of Edenton, N. C.

U. S. S. CHICOPEE,
Albemarle Sound, December 8, 1864.

SIR: I have the honor to report that in obedience to your orders of the 8th instant I proceeded ashore with the boat's crew of this ship and those of the *Valley City*. I took possession of the books and papers of Messrs. Parrish and Hathaway; also seized all the cotton in the possession of the following gentlemen: Mr. Parrish, 5 bales; Mr. Feagan, 7 bales; Mr. Woodward, 1 bale, 4 barrels loose cotton; Mr. H. H. Bond, 1 bale; Mr. James C. Johnson, jr., 2 bales. Mr. Hathaway was arrested, agreeably to orders, and was afterwards released by your authority. Messrs. Parrish, Woodward, and Poole had left town and could not be arrested. I seized a bridle marked "United States" and a cavalry saddle in possession of John P. Houghton, who could give no satisfactory account of it.

I am, respectfully, your obedient servant,

E. A. WALKER,
Lieutenant, U. S. Navy.

Commander A. D. HARRELL,
Commanding U. S. S. Chicopee.

Joint expedition against Rainbow Bluff, December 9–28, 1864.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Commander Macomb, U. S. Navy, commanding expedition.

NORTH ATLANTIC SQUADRON,
U. S. Ship Malvern, off New Inlet, December 20, 1864.

SIR: I have the honor to enclose herewith a report from Commander Macomb in relation to his operations.

As I am not now in a position to advise him, I have to trust that he will do everything for the best.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D.C.

[Enclosure.]

U. S. S. WYALUSING,
Roanoke River, North Carolina, December 11, 1864.

ADMIRAL: I have the honor to make the following report of the operations of the naval part of the expedition to capture Rainbow Bluff, in obedience to your orders of the 1st December.

The arrangements which I mentioned in my Nos. 56 and 57 having been completed, I started up the river from Plymouth at 5 p. m., December 9, in the *Wyalusing*, leaving the *Shamrock* (as she can not go stern-foremost) to guard Plymouth. The *Otsego* and *Valley City*, and tugs *Belle* and *Bazely*, and the picket boat *No. 5* started at the same time, and I left orders for the *Chicopee*, *Ceres*, and *Commodore Hull* to follow as soon as they should arrive at Plymouth.

After steaming slowly up the river we arrived at a sharp bend just below Jamesville, where I came to anchor for the night, the army force

having agreed to communicate with me at this town. After coming to anchor in the *Wyalusing* I made signal for the other vessels to do so also. In obedience to this order the *Otsego* had stopped her engines and was just about to let go her anchor when a torpedo exploded under her on the port side, and shortly afterwards another exploded under her forward pivot gun, which was thrown over on the deck by the concussion, the two explosions injuring her so badly that she sank in a few minutes, her spar deck being about 3 feet under water. Fortunately no one was killed on board the *Otsego*, and with the exception of a few slight scratches no one was injured. The *Otsego* had spars rigged out ahead of her to which was fastened a net for the purpose of catching the torpedoes, and two were found in the net after she sank. She must have stopped directly on top of a line of these infernal machines. Six were picked up after the explosion. The night passed without disturbance and in the morning I determined to send the *Bazely* to Plymouth to find out what the army were doing and to get rations from the *Shamrock* for the *Otsego's* crew. I also wished to get up a coal schooner to take the guns from the *Otsego*. I got the *Bazely* alongside of the *Wyalusing* and sent Acting Assistant Paymaster Sands on board to take the dispatches to Plymouth, and then sent the tug to the *Otsego* to get some men and an officer. When the *Bazely* had got within a few yards of the *Otsego* another torpedo exploded under her, and she went down right alongside the *Otsego*. By this explosion 2 men were killed, but none of the officers.

While at this place we fired with musketry and great guns into the woods on the banks, partly to let the army forces know where we were, and partly to drive off any rebels that might be skulking there. We, however, heard nothing from the army that day, and in the evening I sent the picket boat *No. 5* with an armed launch belonging to the army up the river to try and get some news from the army forces.

The pilot of the *Wyalusing*, Mr. Everett, went in the launch and took the boats through a place called Devil's Gut, by that means avoiding a long reach of the river and coming out a short distance below Williamston. Here they sent up two rockets and fired a gun or two, but no answer was made. The boats returned this morning with intelligence, obtained from negroes on the river, that the river was full of torpedoes, there being as many as forty in one place on the river.

These torpedoes are made on some new plan with an air chamber, on the same principle as that used by Lieutenant Cushing. They are very sure, and every one we have picked up was in good condition, two of them bursting as we were hauling them ashore, but hurting no one. I forgot to mention that after the destruction of the *Bazely* we had the river dragged all round, and six more torpedoes were picked up, all right by the *Otsego*.

Since the return of the boats which I sent up to Williamston I have determined to send First Assistant Engineer S. C. Midlam to you with dispatches, to inform you of our situation and ask your advice. In the meantime we will continue up the river, though our progress will be very slow, for we shall have to drag all the way before us with small boats, that being the only way we can proceed with the vessels with any safety.

I have taken out most of the guns from the *Otsego*, and am continuing the work. I have sent for a diver with his submarine apparatus, with which he has been examining the *Albemarle*, to examine the *Otsego*.

When we advance any farther it will be necessary that we have more vessels; otherwise we will be unable to patrol the river below us, and consequently the rebels will be able to lay more torpedoes and blow us up on our return.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District Sounds of North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

P. S.—11 a. m. December 11, 1864: We are now making preparations to advance and will start in a short time.

Report of Lieutenant-Commander Arnold, U. S. Navy, regarding the loss of the U. S. S. Otsego.

U. S. S. OTSEGO,
Off Jamesville, Roanoke River, December 11, 1864.

SIR: It becomes my unpleasant duty to report the sinking of this vessel, on the evening of the 9th instant, by torpedoes laid down by the rebels off this place. The first explosion which caused this mishap occurred at about 9:15 p. m., the torpedo exploding against the port side of the ship under the wheel. It was followed by another about ten minutes later under the foremast. She commenced sinking rapidly at the time of the first explosion, and immediately after the second she sank in 2½ fathoms of water.

Every precaution was taken which time and the ingenuity of [those on board] my ship could devise before ascending the river. To Mr. Samuel C. Midlam, senior engineer in charge, I am much indebted for the plan adopted to prevent what unfortunately occurred. By this plan we secured two torpedoes.

No lives, I am happy to state, were lost by her sinking. I enclose the report of the surgeons, containing a list of the casualties caused by the occurrence. I was ably seconded by my officers and crew in this difficulty.

I am, sir, very respectfully, your obedient servant,

H. N. T. ARNOLD,
Lieutenant-Commander, Commanding U. S. S. Otsego.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds of North Carolina.

[Enclosure.]

U. S. S. WYALUSING,
Roanoke River, North Carolina, December 11, 1864.

SIR: I would respectfully report the following list of casualties by the blowing up of the U. S. S. *Otsego* on the night of December 9, 1864:

Samuel Dixon, coal heaver, wounded in the leg slightly.

There are a few others slightly bruised and scratched, but not sufficiently to be excused from duty.

Respectfully submitted.

GEO. C. RAYNOLDS,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant-Commander H. N. T. ARNOLD.

Report of Commander Macomb, U. S. Navy, regarding the disposition of the U. S. S. Otsego.

U. S. S. WYALUSING,
Near Jamesville, Roanoke River, December 11, 1864.

ADMIRAL: I have the honor to report that I have made arrangements to leave the *Otsego* and proceed up the river. She is under the protection of Lieutenant-Commander Arnold and a portion of her officers and crew. On her hurricane deck there are two 24-pounder howitzers and two 20-pounder rifles, behind breastworks of cotton bales. For these there is ammunition enough to last for some time. We have got the awning spread over the hurricane deck as a shelter for the officers and men, and have got the galley up from the main deck; altogether they are made as comfortable as possible under the circumstances.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District of Sounds of North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, regarding accident to the U. S. S. Commodore Hull.

U. S. S. WYALUSING,
Above Jamesville, [N. C.], December 11, 1864.

ADMIRAL: I have respectfully to report that the U. S. S. *Commodore Hull*, while on her way to this river, met with an accident to her boiler, injuring it to such an extent as not only to prevent her farther progress, but will require the boilers to be raised before it can be repaired. I have no officers to spare now to hold a survey.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District of Sounds of North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding orders given to Commander Macomb, commanding expedition.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, December 12, 1864.

SIR: I have the honor to inform you that I received intelligence to-day, through a master's mate, who came from the sound, that the *Otsego* had struck a torpedo and been sunk in Roanoke River. He heard the news from the captain of a tug. I don't know whether this intelligence is reliable, but fear that it is so. I ordered Commander W. H. Macomb to cooperate with a land force of 1,300 men under General Palmer, and capture the enemy's works at Rainbow Bluff, some distance above Plymouth, N. C. The gunboats of light draft were to go up while the army marched across by land. The forts on Rainbow Bluff were not completed, and I wanted to occupy the place before they were, capture the guns, and destroy the ram at Halifax. All this were easily done, provided our forces moved soon, which was done. They started two days after I sent the orders. At last accounts the gunboats were engaged with the enemy's works, as heavy firing was heard

from Plymouth. What the result is I have yet to learn, having received no other information than that brought by the master's mate.

He informed me that the vessels were all fitted with torpedo catchers, but that the torpedo that sunk the *Otsego* was fired by wires from the bank.

We leave Hampton Roads in the morning to perform the work before us. We have been delayed three or four days by heavy gales of wind. The weather now promises to be fine, and I trust my anticipations may be realized.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Macomb, U. S. Navy, regarding progress of affairs.

U. S. S. WYALUSING,
Roanoke River, nine miles above Jamesville, December 13, 1864.

ADMIRAL: The boats dragging ahead have just found a new nest of torpedoes at this point in the river in a curve called Shad Island Bend, and we are now dragging them ashore. Up to this time we have found twenty-one at this place, and they seem to continue as far as we can see.

The army went on to within a short distance of Rainbow Bluff. When there, provisions became low, their transport being astern of us, and they returned to Jamesville after slight skirmishing.

I went down and had an interview with them there, and they determined to start ahead again to-morrow. This time they advanced on the left bank. We are making all the progress we can, about 5 miles a day.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District of Sounds of North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, regarding progress of affairs.

U. S. S. WYALUSING,
Roanoke River, seven miles above Jamesville, N. C., December 13, 1864.

ADMIRAL: I hope none of my previous letters have made you doubt that we were going on up the river. We are progressing; progressing but slowly, to be sure, but still we go ahead and dragging the river for torpedoes ahead of us. I intend to get the vessels to Rainbow Bluff and beyond, if possible, and to destroy the ram building above.

In writing before I have been much hurried, and it may be I have given you wrong impressions.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District of Sounds of North Atlantic Squadron.

Rear-Admiral David D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, regarding advices received from Colonel Frankle, U. S. Army.

U. S. S. WYALUSING,
Roanoke River, December 15, 1864.

ADMIRAL: I wish respectfully to call your attention to the necessity of having an armed steamer to guard the *Otsego* while she is being raised, or while the valuable property is being taken out of her.

I wrote immediately to Plymouth, [N. C.], to send up the submarine diver who was examining the *Albemarle*, after the *Otsego* was sunk, but he had left for the North to get his raising apparatus.

I received information to-day from Colonel Frankle, commanding the army part of this expedition, that he intended, much to my surprise, to fall back to Plymouth for the purpose of recruiting his men, and will advance again after they are rested. I shall go on.

Very respectfully, etc.,

[W. H. MACOMB],
Comdr., Comdg. District of Sounds of North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Letter from Colonel Frankle, U. S. Army, to Commander Macomb, U. S. Navy, announcing no intention of change in proposed operations.

HEADQUARTERS FORCES OF PLYMOUTH,
Plymouth, N. C., December 16, 1864—3 a. m.

SIR: In reply to yours* of 15th, just received, permit me to assure you that you are mistaken in supposing that I intend any change of operations in this expedition. From the fact that the severe weather and the marches of the first five days of the movement had put upon the sick list over half my men, many of whom are barefoot, and at the demand of my medical officers that the men should be brought under shelter (which General Wild also advised) for a few days, that their health might be improved, and supposing it a matter of little difference to you whether I lay here or at Jamesville for the few days which must pass before we are able to resume operations, I concluded to bring the men here, where such shelter as they needed could be had.

One of the transports, the *General Berry*, leaves here to-day for Roanoke Island to obtain provisions, a supply of which will be sent Lieutenant-Colonel [O. A.] Bartholomew upon her return. Shoes and stockings will also be procured for such as need them.

The *Berry* remains under my orders, and will communicate with you daily until I am ready to move again. Rations will probably be furnished Colonel Bartholomew's command to-morrow.

If you desire it, I can and will send a small force of my well men to occupy Jamesville, though the men will be better cared for here.

Again permit me to assure you that no change is intended, but that the programme previously agreed on will be carried out, so far as possible, on my part.

I am, sir, very respectfully, yours,

JONES FRANKLE,
Colonel, Commanding Forces,
By WM. G. HASKELL,
Lieutenant and Acting Assistant Adjutant-General.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds, U. S. S. Wyalusing.

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* Not found.

[Telegram.]

BEAUFORT, N. C., *December 17, 1864.*

Inform me fully by telegraph of Commander Macomb's movements and of the force accompanying him; where they now are, and such information as you can obtain of them.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Assistant Paymaster E. MELLACH, U. S. Navy.
New Berne, N. C.

Report of Lieutenant Duer, U. S. Navy, regarding rumored reinforcement of Rainbow Bluff by the enemy.

U. S. S. SHAMROCK,
District of Sounds, North Carolina, Plymouth, December 18, 1864.

SIR: Two deserters from Wilmington came aboard here to-day. They came from Wilmington via Weldon, and report that three regiments left Weldon last Friday evening to reinforce Hamilton and Rainbow Bluff. They have no other news.

Respectfully,

RUFUS K. DUER,
Lieutenant, U. S. Navy.

Commander W. H. MACOMB,
Commanding District of Sounds of North Atlantic Squadron.

Report of Acting Master Foster, U. S. Navy, regarding the rumored placing of torpedoes by the enemy.

U. S. S. CERES,
Off Cedar Landing, Roanoke River, December 18, 1864.

SIR: I have just received information from a reliable person that the enemy have a boat with torpedoes in the neighborhood of Sweetened Water Creek and that they arrived there with the intention of putting them down last night, which I have no doubt they did after I passed down the river. I think it proper to communicate the fact to you to prevent the passing of our boats till I drag the river, which I will commence to do as soon as my boat returns to me.

The *John Farron* arrived just before I left Plymouth and had on board stores for the fleet, which I would have brought up but that I was led to believe by a person connected with the Treasury Department that he had dispatches of the greatest importance to deliver to you from the Navy Department and from Admiral Porter, but which turns out to be something connected with trade regulations of no account. I conferred with Mr. Duer before leaving and he thought the dispatches might be of utmost importance to you and that I had better leave the provisions till the next time, which may be for the best till the torpedoes below you are raised.

Very respectfully, your obedient servant,

H. H. FOSTER,
Acting Master, Commanding.

Commander W. H. MACOMB,
Commanding District of Sounds of North Carolina.

Colonel Frankle told me to say that he expected some more troops, but did not say when; neither did he say when he would start.

Report of Commander Macomb, U. S. Navy, regarding the increased necessity for small gunboats.

U. S. S. WYALUSING,
Ten miles below Rainbow Bluff, N. C., December 19, 1864.

ADMIRAL: As we advance up this river the necessity for small gunboats increases.

It is impossible for the double-enders to cruise up and down the river, as it is with difficulty they can be got round the curves with hawsers and a tug; yet it is necessary that the river below us be kept clear of torpedoes, and the only way to do that is to have a boat constantly cruising up and down. Besides, it may be necessary for us to convoy the army transports.

The only small vessels I have here at present are the *Valley City* and *Ceres*, the former of which is occupied dragging the river ahead of us, leaving but one vessel to patrol a river of 50 miles in length.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding District of Sounds.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Picket boat *No. 5* I use as a dispatch boat at present.

Report of Commander Macomb, U. S. Navy, regarding annoyance from sharpshooters.

U. S. S. WYALUSING,
Roanoke River, December 19 [20], 1864.

ADMIRAL: We are now 8 miles from Rainbow Bluff, [N. C.]. We have found no more torpedoes since those reported in No. 65.

The sharpshooters on the banks have commenced to annoy us. To-day they fired on our boats dragging ahead, and wounded 4 men and an officer from the *Chicopee*, one of the men dangerously. The *Valley City* immediately opened on them and drove them off.

I am sending a dispatch to Colonel Frankle, who, with the land force, is at Plymouth, telling him where we are and that it is time for him to come up. He has been at Plymouth for the last week recruiting his men.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Letter from Colonel Frankle, U. S. Army, to Commander Macomb, U. S. Navy, regarding proposed movement of his command from Plymouth.

HEADQUARTERS FORCES OF PLYMOUTH,
Plymouth, N. C., December 20, 1864.

COMMANDER: I expect to be prepared to move from here to-morrow afternoon; am only now waiting the arrival of transports with provisions, etc., from Roanoke, which are hourly expected.

Please, if possible, send the *Ceres* or some one of your boats as a guide.

I shall move upon the plan proposed some days since, unless upon consultation with you, which I shall have as soon as I reach you, some other programme is considered better.

I am, sir, yours, very respectfully,

JONES FRANKLE,
Colonel Second Massachusetts Artillery, Commanding.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds.

Additional letter from Colonel Frankle, U. S. Army, to Commander Macomb, U. S. Navy, regarding proposed movement from Plymouth.

HEADQUARTERS FORCES OF PLYMOUTH,
Plymouth, N. C., December 20, 1864—9:30 p. m.

SIR: I have the honor to acknowledge receipt of your communication of this date, and to say in reply that upon the arrival of my transports to-morrow, as I advised you in my last letter per *Ceres*, I shall embark my troops to join you.

I believe we have some provisions here which belong to you; if so, I will take them along as you request.

I am, sir, yours, very respectfully,

JONES FRANKLE,
Colonel, Commanding,
By WM. G. HASKELL,
Lieutenant and Acting Assistant Adjutant-General.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds.

Report of Acting Master Brooks, U. S. Navy, commanding U. S. S. Valley City, regarding an engagement with the enemy at Poplar Point, December 20, 1864.

U. S. S. VALLEY CITY,
Roanoke River, Poplar Point, North Carolina, December 21, 1864.

SIR: I respectfully report the following: About 5 p. m. yesterday I called the boats in, intending to anchor for the night, when immediately the enemy opened with musketry from the bushes, mostly upon the marine guard in charge of Acting Ensign Fossett, of the *Wyalusing*, who were on shore to guard the boats while ahead dragging for torpedoes. They gradually fell back under cover of our guns, when the enemy opened upon this vessel with musketry and artillery. I replied briskly, directing my fire principally up a side hill, where his artillery was posted, about 700 yards off. I was obliged to run a line ashore, to spring the vessel's broadside on, which was bravely done by Acting Ensign Milton Webster, my executive officer, amid a shower of musket balls. We engaged the enemy till he ceased firing, and darkness coming on, dropped out of range. The *Chicopee*, coming up, also engaged him, as did also the *Wyalusing*.

The enemy at first seemed to have but two guns, but soon brought up more, and when he ceased I think he had five or six pieces.

I regret having to report the death of Mr. Lewis, pilot of the *Otsego*, who was killed instantly by a musket ball through the head. Also one of the *Wyalusing's* men was seriously wounded by a shell which passed through the wardroom and out through the side of the ship. One shell

entered the ship's side, passing through the coal bunker, lodged within a few inches of the boiler. One struck an awning stanchion and another the ship's side, but did not penetrate.

The bullet-proof iron plating on the sides of the vessel evidently saved the lives of many of my men, and I would recommend that the same be placed all around the ship upon the first opportunity.

My officers and men behaved with their usual coolness and bravery.

I am, very respectfully, your obedient servant,

JOHN A. J. BROOKS,
Acting Master, Commanding.

Commander WM. H. MACOMB,
Commanding District of the Sounds.

Report of Acting Master Brooks, U. S. Navy, commanding U. S. S. Valley City, regarding shots fired from the enemy's battery December 21, 1864.

U. S. S. VALLEY CITY,
Jamesville, N. C., December 21, 1864.

SIR: In obedience to orders, I got underway at 3 p. m. of the 21st, and proceeded a short distance up the river to draw the enemy's fire. As soon as I commenced moving up he opened with musketry, and immediately upon rounding the point, and before my guns could bear, I received four shots from a battery but a few hundred yards off, which must have been thrown up during the night. Three out of the four took effect; one passed through the pilot house and, exploding, killed 1 man and seriously wounded Mr. Jno. A. Wilson, pilot, and 3 men, one of whom has since died, upon which I dropped down to my former position.

Very respectfully, your obedient servant,

JOHN A. J. BROOKS,
Acting Master, Commanding.

Commander WM. H. MACOMB,
Commanding District of the Sounds.

Report of Acting Master Brooks, U. S. Navy, commanding U. S. S. Valley City, giving list of casualties.

U. S. S. VALLEY CITY,
Jameston [Jamesville], N. C., December 27, 1864.

SIR: I herewith forward list of the killed and wounded on board this vessel in action at Poplar Point, Roanoke River, North Carolina, on the 20th and 21st instant, viz:

John E. Lewis, pilot of the *Otsego*, killed.
John Wood, first-class boy, *Valley City*, killed.
Charles Hall, landsman, *Valley City*, killed.
John A. Wilson, pilot, *Valley City*, wounded.
Wm. Brown, seaman, *Valley City*, wounded.
John Brown, ship's cook, wounded slightly.

Very respectfully, your obedient servant,

JOHN A. J. BROOKS,
Acting Master, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Letter from Colonel Frankle, U. S. Army, to Commander Macomb, U. S. Navy, proposing plan of operations.

HEADQUARTERS FORCES OF PLYMOUTH,
Plymouth, N. C., December 23, 1864.

SIR: Your letter of yesterday was received in the evening, and about five hours after I had dispatched about half my force with orders to meet and cooperate with you.

The letter sent you by Lieutenant [Charles J.] Arms, one of my volunteer aids, proposed that you keep the enemy busy where he was, while with my force I moved up, landed on the Bertie side, and proceeded to Edwards Ferry and burned the enemy's gunboats building there, and then moved around in rear of the enemy opposing you and endeavored to capture his guns. Lieutenant Arms, after reading your letter, concluded to act upon your suggestion and accordingly debarked the troops at Jamesville, as you wished.

They are there now, infantry, cavalry, and artillery, except so much of the two latter arms, about 200, as have proceeded to Williamston to learn what they can and to prevent the enemy's reaching Jamesville or Williamston itself. Now, if possible, I wish to have that force remain where they are, at and near Jamesville, where they will be able to prevent the planting of batteries to annoy you in the passage of the river, and where, if you can keep the river open from Williamston to Jamesville, and with the assistance of the land force give the enemy the idea that an attack is meditated from this side, while with my remaining force and the additions daily expected I move up, say, to Cedar Landing, and do what can be done on that side—that is, proceed to Edwards Ferry.

If this plan meets your approval, please notify me to that effect or make any suggestions you think best. I do not propose to abandon this affair, and would be pleased to learn your views respecting probable or possible results.

I am, sir, very respectfully, yours,

JONES FRANKLE,
Colonel Second Massachusetts Artillery, Commanding.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds.

Report of Lieutenant Duer, U. S. Navy, regarding rumored advance of the enemy upon Plymouth.

U. S. S. SHAMROCK,
Off Plymouth, N. C., December 24, 1864.

SIR: The *Mattabesett* arrived here this morning. She is now coaling. I send up your mail by the *Belle*. There are 5 barrels of 20-pounder charges on board the *Mattabesett* for us, which I will ask Captain Febiger to send up, if he does not go himself.

There was a rumor last night that Hoke was advancing upon Plymouth by the Columbia road, and by request of Colonel Frankle I moved the *Shamrock* down the river to command that road.

Your letter in relation to deserters was received this morning and will be attended to.

Very respectfully,

RUFUS K. DUER,
Lieutenant, U. S. Navy.

Commander W. H. MACOMB,
Commanding District of Sounds, North Atlantic Squadron.

Letter from Colonel Frankle, U. S. Army, to Commander Macomb, U. S. Navy, requesting information regarding plans of the latter.

HEADQUARTERS FORCES OF PLYMOUTH,
Plymouth, N. C., December 24, 1864.

SIR: Please inform me whether you propose to remain near Williamston or Jamesville, or to return to this place. The rumor that Hoke was between Tarboro and Jamesville I have heard, as also one that A. P. Hill's division is at Rainbow Bluff. I am not disposed, however, to credit these statements, but think they grew out of the fact that a force of about 8,000 men left Weldon a few days ago, probably en route for Wilmington.

I do not consider the expedition on which I entered as at an end, though caution demands that I should guard against the possible truth of the reports above spoken of, and this of course delays me somewhat. If you propose remaining above Jamesville, and near Williamston, I mean to undertake the expedition suggested in a late letter, through Bertie [County]. It will only be necessary for this that I can land safely at Cedar Landing. If you intend to return here please advise me. In the latter event I shall send a strong daily patrol to communicate with the *Otsego*, if she remains where she now is, with anyone on her.

I am, sir, very respectfully, yours,

JONES FRANKLE,
Colonel Second Massachusetts Artillery, Commanding.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds.

Order of Commander Macomb, U. S. Navy, to a board of officers appointed to decide upon the disposition of the U. S. S. Otsego.

U. S. S. WYALUSING,
Off Jamesville, N. C., December 25, 1864.

GENTLEMEN: You are hereby appointed a board to decide whether it would be more prudent to destroy the *Otsego* so effectually that the enemy can make no use of her, or to attempt to raise her, endeavoring in the meanwhile to hold this part of the river with the other vessels, it being understood that the heights about Jamesville can not be held by the available United States troops in North Carolina against any considerable force of the enemy.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District Sounds, North Atlantic Squadron

Commander A. D. HARRELL, U. S. Navy.
Chief Engineer H. H. STEWART, U. S. Navy.
Lieutenant-Commander H. N. T. ARNOLD, U. S. Navy.
Lieutenant-Commander EARL ENGLISH, U. S. Navy.
Acting Master J. A. J. BROOKS, U. S. Navy.

N. B.—Report in duplicate.

Report of board of officers appointed to decide upon the disposition of the U. S. S. Otsego.

U. S. S. CHICOPEE,
Roanoke River, off Jamesville, N. C., December 25, 1864.

SIR: We acknowledge the receipt of your communication of this date constituting us a board to give an opinion as to the destruction or attempt to raise and preserve the U. S. S. *Otsego.*

Under the circumstances mentioned in your communication, that Jamesville can not be held by the troops now available, we recommend that she be destroyed in the most effectual manner possible.

We are, respectfully, yours,

A. D. HARRELL,
Commander, U. S. Navy.
H. H. STEWART,
Chief Engineer, U. S. Navy.
H. N. T. ARNOLD,
Lieutenant-Commander, U. S. Navy.
EARL ENGLISH,
Lieutenant-Commander, U. S. Navy.
JOHN A. J. BROOKS,
Acting Master, U. S. Navy.

Commander W. H. MACOMB,
Commanding District Sounds, North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, forbidding further cooperation with the Army without instructions.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off New Inlet, December 28, 1864.

SIR: You will give up the present expedition you are on. It should have been given up before, when you found the Army were not cooperating with you. Return and raise the *Otsego*.

Do not cooperate with the Army again until further orders from me.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, Plymouth, N. C.

Report of Commander Harrell, U. S. Navy, commanding U. S. S. Chicopee, regarding the progress of that vessel up the Roanoke from Plymouth.

U. S. S. CHICOPEE,
Off Plymouth, N. C., December 30, 1864.

SIR: I have the honor to report that upon my arrival at this place from Edenton, [N. C.], where I had been on duty, I found your order of December 9 directing me to follow you up the Roanoke River. I got the *Chicopee* ready as soon as possible, and joined you the next day at Jamesville, where I found the *Otsego* and tug *Bazely* blown up and sunk by torpedoes, and the boats of the fleet employed dragging and clearing the river of the same. The boats and officers of this vessel immediately joined in the prosecution of the work of clearing the river.

During several ensuing days our progress was necessarily very slow, every foot of the river being dragged over, and more than thirty torpedoes found and removed or exploded in the space of 10 miles. After receiving on board a number of officers and men, being part of the crew of the late U. S. S. *Otsego*, and having a torpedo scraper rigged on the bows, projecting some 15 or 20 feet forward, I steamed up the river with the tug *Belle* to assist the *Chicopee*, by your order, and joined the *Valley City*, which vessel was in advance, protecting the boats employed in clearing the river.

From the 15th until the night of the 20th of December the work of

advancing up the river was prosecuted with unremitted exertions by all hands working day and night, when the nights were not too dark for that purpose. Still, our progress was very slow, the river becoming narrow and more narrow, the current stronger, and the bends more numerous and sharper as we advanced.

Steam was of but little use, it being impossible to steer the vessel in that tortuous stream; we were, therefore, compelled to rely mostly upon hawsers, which were run out and made fast to trees on either bank of the river, and by which we warped ahead. With all the care that the experienced pilot, James Hobbs, could bestow, the vessel was frequently so jammed in the trees that it required time and great labor to extricate her. About 4 o'clock in the afternoon, when just coming in sight of Poplar Point, our boats were suddenly fired upon by the enemy's sharpshooters, who were concealed behind an embankment. A few rounds of grape and canister sent them flying to the woods. At this juncture you came up in the *Wyalusing* and ordered skirmishers to be advanced along the river to clear the woods of the enemy. The boats resumed their labor of grappling for torpedoes, and thus we moved up until about sunset, when the enemy showed himself in large numbers and opened a heavy fire, driving our men back to the vessels, but not until they had gallantly returned his fire several times. At the same moment he opened fire with his artillery, which was stationed on Poplar Point. The vessels instantly replied, and the firing was continued on both sides until it grew too dark to distinguish objects at a short distance, sharpshooters hanging around and firing upon us whenever a favorable opportunity presented during the night. We passed the night under arms. During the day of the 21st the enemy frequently showed himself and fired at longer range. Everybody under arms during the day and night. About 1 o'clock on the 22d, by your order, I commenced firing at the enemy's batteries situated on Poplar Ridge, but failed to elicit a reply. During the afternoon I was ordered to drop down the river, following the other vessels. We had scarcely begun to move before the rebel batteries and riflemen opened upon us again. The rebel sharpshooters were so bold and pertinacious upon the occasion that they came openly out within pistol shot of the vessel. Grape and canister, however, soon dispersed them, and we were permitted to pursue our way down the river unmolested.

Two weeks of more severe labor could scarcely be conceived than those which we have just passed through, the officers and crew being almost incessantly engaged either in dragging for torpedoes, working anchors and hawsers, or fighting the guns, and sometimes all at the same time.

I have great pleasure in stating that every demand for continued and renewed exertion was promptly and cheerfully responded to by both officers and men.

I enclose you the report of the surgeon, by which you will perceive that the loss was small, which I, in great measure, attribute to the excellent barricade constructed with cotton bales and hammocks by the executive officer (Lieutenant Walker).

One officer and 3 men were wounded and 1 man killed. I also enclose the report of the gunner, showing the expenditure of ammunition from the 9th (the day we started up the river) to the 26th of December.

Very respectfully, your obedient servant,

A. D. HARRELL,
Commander, U. S. Navy.

W. H. MACOMB,
Commanding Division of Sounds of North Carolina.

[Enclosure.]

U. S. S. CHICOPEE,
Off Plymouth, [N. C.], December 30, 1864.

SIR: In obedience to orders to report the casualties on board this vessel on the 20th of December. I respectfully submit the following, viz:

Joseph D. Weils, acting master, gunshot wound right hand.

John Curtis, seaman, gunshot wound in the abdomen; died in thirty-eight hours.

Daniel Murray, landsman, gunshot wound in the hip.

Lyman Langworthy, landsman, gunshot wounds in the foot and leg.

Very respectfully,

G. L. SIMPSON,
Acting Assistant Surgeon.

Commander A. D. HARRELL,
Commanding U. S. S. Chicopee.

Report of Commander Macomb, U. S. Navy, transmitting report of Lieutenant-Commander English, U. S. Navy, Commanding the U. S. S. Wyalusing, regarding the part performed by that vessel.

U. S. NAVY YARD,
Philadelphia, Pa., February 20, 1866.

ADMIRAL: I forward herewith the duplicate of the report of Lieutenant-Commander Earl English, formerly commanding the U. S. S. *Wyalusing*, of the part taken by that vessel in the expedition up the Roanoke River, North Carolina, in December, 1864.

Lieutenant-Commander English requested me to forward this report to you, in order that it might be transmitted to the Navy Department and placed on file with my reports of the expedition referred to (dated December 11, 1864, and December 30, 1864, Nos. 60 and 78), the original not being on file at the Department.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy.

[Enclosure.]

U. S. S. WYALUSING,
Off Plymouth, N. C., January 31, 1864 [5].

SIR: I have the honor to report that immediately upon your hoisting your divisional flag on board of this vessel I got underway on the afternoon of the 9th ultimo and stood up the Roanoke River to Jamesville, at which place I anchored at 9:20 p. m.

While so doing, a signal from this ship was made to the *Otsego* to anchor, which vessel was following next astern. She had answered the signal and was preparing to execute the order, when two torpedoes exploded under her, with an interval of a few minutes, sinking her immediately. Boats were straightway sent, and every assistance was rendered that was possible under the circumstances. The next day (the 10th) boats were set to work dragging for torpedoes, and from the number found it became evident that we would be forced to drag the whole river.

The guns, and every article of value on board of the *Otsego* that could be reached, were likewise hoisted out. On the 13th we advanced to Cedar Landing, 18 miles above Plymouth, when all the guns taken from the *Otsego*, with the exception of two IX-inch which had been placed in battery on board of this vessel, were transferred to a coal schooner and sent to Plymouth.

We remained at Cedar Landing till the 17th, during which time the boats continued dragging ahead, accompanied by the *Chicopee* and *Valley City*, when we rejoined them between Williamston and Speller's Ferry; up to this time from thirty to forty torpedoes had been taken out of the river. On the 18th we advanced as far as Speller's Ferry, when the owner was arrested on account of his disloyalty and to prevent his giving the enemy information of our movements.

On the 19th, having received information that torpedoes were being placed in our rear, two boats commanded by Acting Ensign Fossett were dispatched to drag for them. They returned the next morning, having proceeded to Cedar Landing, but without finding any.

On the morning of the 20th the dragging party was suddenly fired on from shore by sharpshooters. The marines from this vessel and the *Chicopee*, under command of Ensign Fossett, were immediately dispatched to clear the woods and protect the boats. They soon captured a prisoner with arms, who was sent on board. Nothing more happened until late in the day, when the marines were fired on by a body of the enemy stationed in the woods near Fort Branch, and the same time the *Valley City* engaged a battery placed on Poplar Point. We closed up as fast as possible and opened on the enemy with shell and grape till night ended the conflict. Shortly after dark we were attacked by sharpshooters directly astern, which was kept up for some time. We finally drove them with our stern howitzers. The next day we were again engaged. Discovering that the rebels were erecting new and more extensive works, it was deemed prudent to fall back a short distance to await the arrival of the troops. On the 22d it became evident that no adequate force could be expected, and as it was impossible for boats to drag the river unless covered by a strong body of infantry to protect them from sharpshooters who concealed themselves behind a levee running from Poplar Point 4 miles below, we determined to retire, which was safely carried into effect, the vessels arriving at the wreck of the *Otsego* on the morning of the 24th, when this vessel and the *Chicopee* immediately hauled alongside of her and stripped her of everything that could possibly be of value to us.

As soon as the rebels perceived that it was our intention to drop down the river, they opened on us from another battery which they had hitherto kept masked, which consisted of 32-pounders.

On the 25th, it having been determined to destroy what was left of the *Otsego*, in conjunction with the *Chicopee*, I fired into her, breaking the crank and otherwise disabling the machinery beyond the possibility of redemption. Two torpedoes were exploded inside her engine room, which produced the most satisfactory results.

The expedition was peculiarly laborious, owing to the very severe cold, and dragging for torpedoes night and day, which had to be performed altogether in exposed boats against a strong current, and also to the difficulty of warping the vessels around the narrow and intricate bends, which in some cases occupied hours.

The greatest credit is due the officers and men, who were necessarily subjected to much exposure and hardship, and the most commendable zeal in performance of their duty was exhibited by all.

Everyone appeared to do his utmost to insure a successful issue to the expedition.

Very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant-Commander, Commanding U. S. S. Wyalusing.

Commander W. H. MACOMB,
Commanding District of Sounds of North Carolina.

Report of Acting Assistant Surgeon Holman, U. S. Navy, giving the casualties on board the U. S. S. Wyalusing.

U. S. S. WYALUSING,
Off Plymouth, N. C., December 31, 1864.

SIR: I have the honor to submit the following report of the list of casualties on board this vessel during the late expedition up the Roanoke River, North Carolina.

Wounded.—Robert Williams, landsman, lacerated wound of scalp, caused by a splinter on the evening of the 22d instant; doing well.

I am, sir, very respectfully, etc.

SAMUEL HOLMAN,
Acting Assistant Surgeon.

Lieutenant-Commander EARL ENGLISH, U. S. Navy,
Commanding Officer.

Report of Lieutenant-Commander Arnold, U. S. Navy, regarding the sinking and destruction of the U. S. S. Otsego.

U. S. S. CHICOPEE,
Off Plymouth, N. C., January 1, 1865.

SIR: I respectfully submit the following report of the sinking of the U. S. S. *Otsego*, lately under my command, and other information in regard to her and her officers and crew:

On the night of the 9th ultimo, at 9:12 p. m., while ascending the Roanoke River, and forming a part of an expedition then advancing up it, she was struck by two torpedoes and sunk in thirteen minutes off Jamesville Bluff, in about 2½ fathoms water, submerging entirely her spar deck.

I am happy to state that no lives were lost and but few persons injured, and they not seriously. The crew were sent on board the various vessels of the fleet in company with us, myself, the officers, and the marine guard remaining by the ship during the night, saving and sending away such things as could be got at.

The next day the *Wyalusing*, the senior officer's ship, hauled alongside of the *Otsego* and took her battery on board.

On the 11th, by order of Commander Macomb, I mounted two 24-pounder howitzers and one 20-pounder rifle on the hurricane deck, placed our galley there, spread awnings for the protection of the men, provided arms and ammunition, and with 8 officers and 30 men remained on board the wrecked vessel to keep her from falling into the enemy's hands and to act as a lookout upon that part of the river, and so far as lay in my power to prevent the enemy from annoying our vessels passing and repassing or from planting batteries upon Jamesville Bluff while the fleet ascended the river to carry out the intent of the expedition.

On the 24th of December, the fleet having returned, the *Wyalusing* and the *Chicopee* came alongside and commenced stripping ship and removing everything out of her that could be got at. On that evening, by verbal order of Commander Macomb, I left the *Otsego* and took up my quarters on board the *Chicopee*, the officers and men being distributed among the various vessels of the squadron.

The next day the work of her destruction commenced by the firing of solid shot into her engine and boilers on the part of the two vessels just mentioned; but as the *Chicopee* was ordered to Plymouth, I did

not, in consequence, witness it entirely. The *Otsego* is now entirely destroyed. Her officers and crew have been disposed of by Commander Macomb, and the list of all articles saved belonging to her has been sent to him.

I take great pleasure in testifying to the good conduct of both officers and men from the time of her sinking until her abandonment.

Almost all the crew have lost their clothing. I respectfully suggest that the officers of the *Otsego*, if possible, may be given a short leave of absence, sufficiently long to enable them to provide themselves with clothing and other articles necessary to their comfort on board ship, as they lost, some of them, all, and others the most, of their clothing.

I am, sir, very respectfully, your obedient servant,

H. N. T. ARNOLD,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Detailed report of Commander Macomb, U. S. Navy, commanding expedition.

U. S. S. SHAMROCK,
Off Plymouth, N. C., December 30, 1864.

ADMIRAL: I have the honor to make the following report of the expedition up the Roanoke River in obedience to your order of the 1st instant:

In my No. 60, dated December 11, which was sent you by Acting First Assistant Engineer Samuel C. Midlam, chief engineer of the *Otsego*, I gave a full account of the progress of the expedition up to that date, including the destruction of the *Otsego* and *Bazely* by torpedoes.

After this it became necessary to drag the river ahead of the vessels with small boats, which, of course, rendered the passage up the river extremely tedious, not allowing us to make more than 6 miles per day.

In this manner we advanced about 8 miles above Jamesville before finding any more topedoes, but here we came on another nest of them. This was on the 14th instant, and all through that day the boats were engaged dragging out the torpedoes, of which they found twenty-one at this point.

It will now be necessary to give a brief account of the movements of the army forces of the expedition up to this time.

The arrangement between myself and Colonel Jones Frankle, Second Massachusetts Artillery, commanding the land forces, was that we were to communicate at Jamesville, Williamston, and other places on the way, but being ignorant of the time it would necessarily take to get vessels of this class up a narrow and tortuous river like the Roanoke, he thought that it would be necessary for him to move very fast to keep us from overtaking and passing him, and on arriving at Jamesville before the gunboats he did not wait for us, but pushed on, thinking that we would catch up to him soon enough. The consequence of this was that he reached the bluff on the third day after leaving Plymouth, while we were struggling up the river, dragging night and day to clear out the torpedoes.

On arriving at the bluff within sight of the enemy's works Colonel Frankle decided that as the gunboats had not yet got up, and as he was short of ammunition and provisions, his transports from which he

had expected to be supplied being with us, it would not be prudent to risk an assault on the enemy's works, being ignorant of their force. In this opinion he was supported by Brigadier-General Wild, who had gone with the colonel as volunteer. Accordingly they fell back to Jamesville, where they notified me of their arrival on the 15th instant.

The colonel came up to the place where we were at that time, called Cedar Landing, and proposed that in advancing again we should pursue a new plan, which was that he should land his forces on the north (Bertie County) side of the river, push on up to Edwards Ferry, where he would destroy the rebel ironclad and then return, meeting the gunboats at Speller's Ferry or Poplar Point. This plan seemed feasible and was adopted, but when the colonel returned to Jamesville to prepare for crossing his troops over the river, he was informed by his surgeon that most of his men were sick or frost-bitten, they having started without proper shoes, etc., and it was thought necessary that they should return to Plymouth to recruit, which they did. After this it was understood that the land force would advance again as soon as the men were sufficiently recruited, and that in the meantime we should continue up the river, they joining us before we reached Rainbow Bluff.

We pushed on up the river as before, dragging all the way until the 20th, when, about 7 miles below Rainbow, our dragging party were fired on by the enemy from the woods on the bank, and 1 man killed and an officer and 3 others wounded. The officer was Acting Master Joseph D. Wells, of the *Chicopee*. The *Valley City*, which vessel was kept close behind the boats to protect them from an attack of this kind, immediately opened fire on the place where the rebels had been seen, for the woods were too thick to allow us to see the men, and drove them off.

Dragging in the boats now became a very dangerous operation; nevertheless it must be done or we could proceed no farther. When we started ahead again in the afternoon I landed the marines under command of Acting Ensign L. H. Fossett, of the *Wyalusing*, to act as skirmishers, keeping opposite to the boats and under cover of the *Valley City's* guns. We advanced this way about 3 miles, when we came to a place where the river curved toward a high ridge of land which had been in sight for some time on the left bank of the river, but some distance off. At this point the marines were fired on by a large number of the enemy hid in the surrounding woods. Our men fell back till they reached a levee which skirted the river, under cover of which they made their way to the ships and were taken off. All this time the *Valley City* was shelling over their heads, and very soon the enemy opened with a battery from the top of the ridge, to which the *Valley City* replied, as did also the *Chicopee*, which vessel came up at that time. Mr. John E. Lewis, late pilot of the *Otsego*, whom I had ordered on board the *Valley City* on temporary duty, was killed at this time by a Minié ball, which passed through his head, and 1 man on the *Valley City* was wounded.

This was the time for the land force to have been at hand to clear the enemy from the river banks so that we could continue dragging, but their supplies had not been sent to them from New Berne, and they were obliged to borrow from the *Shamrock* (which vessel was left to guard Plymouth) to subsist their men until they should receive their supplies.

Thus, here we were, with nothing to do but to wait, for it was impossible to drag the river as long as the woods on the banks continued full of the enemy's sharpshooters, and we could not dislodge them without a land force.

During the night of the 20th we were annoyed by the enemy, who lay on the bank under cover of the levee and fired on us with musketry, and it was only after shelling for some time and throwing away a great deal of grape and canister that we could drive them off. On the morning of the 21st, not having heard anything from the enemy's battery, though we had opened a heavy fire on it that morning, I determined to send the *Valley City* around the bend (as far as the boats had dragged) to see if they had not taken their guns away, knowing that if they had not they would fire on her. She got underway and was rounding the point, her bows only being visible beyond, when the enemy opened on her with a new battery, which must have been thrown up during the night, only a few hundred yards distant, and fired four shots before she could drop back again, three of which struck her; one of them, a shell, bursting in the pilot house, killed 2 men and wounded the pilot and 1 other. They had got the range of the point previously, for Acting Master Brooks, of the *Valley City*, saw the man walk up to the gun and pull the lock string without taking aim.

After this we threw some 100-pounder shell at the battery over the woods, but it was so screened by the trees that we could only see from the tops the smoke which rose from their guns, and therefore I am unable to say what damage we did. During the day we were fired on from the woods, and in the afternoon we saw the rebels working on the top of the ridge not more than 1,000 yards from where we lay. We threw some shell at them and made them stop their work for a while, but as soon as we stopped they began again. It was evident that they were planting a battery at this point, and as we could do no good where we were, I dropped into the next reach, where we lay for the night out of sight from the ridge.

Up to the afternoon of the 22d we had no news of the army's advance, and during the last few days the enemy had been largely reinforced, probably by the forces accumulated to oppose General Warren's advance on Weldon, N. C. I was informed by contrabands, citizens, and a prisoner whom we captured, that the rebels had 8,000 men at and about Rainbow, and from the numbers that swarmed on the banks on all sides I should judge that this report was not much exaggerated. It was evident, then, that even should Colonel Frankle bring up his 1,000 or 1,500 men, they could not succeed in driving from a strong position a force so much superior to their own. But as long as the enemy held the banks of the river, I would be unable to drag in open boats for torpedoes, which I was informed from all quarters were laid in this part of the river, and consequently could not advance with the gunboats. Had not the torpedoes prevented our advance we could have run past the batteries, though we should have been obliged to warp the vessel up the river. I therefore determined to fall back. I sent picket boat *No. 5* ahead with a request that Colonel Frankle would send a force from Plymouth to hold the bluff at Jamesville till we should have passed down, as this point could have been fortified with a few fieldpieces so as to give us a great deal of trouble in passing. On her way down *No. 5* met an army transport with a few hundred men on their way to Williamston, to the commanding officer of which they delivered my letter to Colonel Frankle, and the transport accordingly landed the men at Jamesville, as I requested.

We dropped down the river all night, and anchored near morning above some sharp bends about a mile from Speller's. In the afternoon, when we commenced dropping down the river, the enemy's sharpshooters followed us about 6 miles, and we had to keep up at intervals a heavy fire of grape and canister to drive them off.

The next morning, 23d, we commenced dropping again, and about midnight we reached Jamesville. The passage down the river was effected with much less difficulty than anyone expected, judging from the difficulty of the ascent, but it required the strictest attention and the greatest care on the part of the pilots. All hands were on deck all the time, except for two or three hours when we lay at night above Speller's Ferry, and boats were kept constantly alongside ready to take out hawsers.

All through the expedition we had to contend with the greatest difficulties, and the failure to accomplish the object mentioned in your letter of the 1st can not be attributed to any fault of ours. Had we not encountered the torpedoes, the expedition would undoubtedly have been successful, for we should have reached the bluff before the enemy had been reinforced, and we could easily have driven the few troops then in the batteries from their guns. But from what I heard of General Palmer's orders from General Butler, I should judge that one, at least, of the objects of the expedition was accomplished, which was also an object of General Warren's raid, namely, to occupy the enemy's troops to prevent him from sending forces to the South against Sherman.

During the whole time we have been up the river, two weeks, the officers and men have been continually engaged in the most arduous duties and have always been prompt and cheerful in their performance.

On the night succeeding our arrival at Jamesville an explosion was heard up the river, which I at first feared to be a torpedo exploded by the *Chicopee*, but on sending up to find out, everything was found right with that ship, and she had fired no gun, nor had any other vessel. The report must therefore have been caused by a torpedo which the enemy exploded while trying to sink it in the river, supposing that we had not yet passed down, or to prevent us from reascending.

It now became necessary to make some disposition of the *Otsego*, either to attempt to raise her and recover her engine, or to destroy her so effectually that the rebels could make no use of her. I therefore called a board of officers to decide the question, who determined that it would be most expedient to destroy her, as she could not be raised without the heights at Jamesville were held by our forces during the operation, which Colonel Frankle affirmed could not be done by the available forces in this district against the force which the enemy might bring against it, on account of the character of the surrounding country. I enclose a report of the board, and also Colonel Frankle's certificate.

On the 25th instant, after I had taken everything out of the *Otsego* that could be reached in her condition—her battery and a large number of articles, as will be seen by the enclosed list—the *Chicopee* hauled alongside of her and fired solid shot, aiming at her machinery, which was much damaged thereby, though almost entirely submerged. After the *Chicopee* ceased, the *Wyalusing* went alongside and continued the destruction till everything visible was broken. The wheels were knocked to pieces, one end of the shaft broken off, the machinery about the valve chest badly broken, and the crank smashed. After this I exploded about 100 pounds of powder near the valves by sinking it through the valve hatch near the condenser, and another barrel containing about 300 pounds was blown up in the fire room between the boilers. When the destruction was thus rendered as complete as possible, she was set on fire.

We then got underway and ran down to Plymouth.

Before closing this report I wish to give you an idea of the extreme difficulty attending the passage up this river by vessels of this class. The river is so tortuous that they are unable to steam up, but have to

proceed by sending out hawsers to the trees to swing around the bends, the current being too strong to permit a tug to tow them up. Moreover, it is so narrow (not exceeding 70 yards in any place above Jamesville) that these vessels have not room to spring around to bring their batteries to bear; and should it become necessary to fire up a reach they can only spring around sufficiently to bring their forward guns to bear. The class of vessels most appropriate for this river is, as I have before stated, the large ferryboats like the *Commodore Barney*. These vessels can bring their whole battery (which is nearly as heavy as that of this vessel) to bear directly ahead and astern; and moreover, not being as long as the double-enders, they can, in most cases, steam around the bends without the help of hawsers.

Before this expedition it was not thought practicable by any of the pilots here to ascend this river with double-enders, and I will venture to assert that the operation of taking vessels 250 feet long (the necessary appendage of torpedo catchers making 25 feet more length) up such a river as this is one of the most difficult on record in the naval history of this war. The vessels were frequently swept by the current fairly in among the trees, their branches entangling our rigging, and carrying away rails, etc. Each of the vessels lost three torpedo catchers in this way.

The commanding officers, Commander [A. D.] Harrell, Lieutenant-Commander [Earl] English, Acting Masters [J. A. J.] Brooks, [H. H.] Foster, and [J. G.] Green, and Acting Ensign [J. H.] Chapman, behaved in the most commendable manner, as did also the officers and men under their command. Lieutenant-Commander Arnold, although not able to take an active part in the operations above Jamesville, was necessarily left in a very embarrassing position on board the wreck of his vessel with a portion of his crew and a few officers.

Acting Master Brooks, of the *Valley City*, deserves my special notice on account of the manner in which he conducted the operations of dragging the river.

Lieutenant-Commander English, on whose vessel I hoisted the divisional officer's pennant, has my thanks for his efficient services in the capacity, as it were, of fleet captain.

The casualties during the expedition were: *Otsego*, 1 man wounded by explosion of torpedo; *Bazely*, 2 men killed; *Chicopee*, 1 man killed and an officer and 3 men wounded; *Wyalusing*, 1 man wounded; *Valley City*, 1 officer killed, 2 men killed, and 1 officer and 2 men wounded. Total, 6 killed and 9 wounded.

The losses would have been much greater had not the vessels, by my order, made breastworks around their hurricane decks and other exposed parts, of cotton bales (which had been captured a short time previous by the *Chicopee*) and the men's bags and hammocks, which protected us from the rifle balls.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.]

HEADQUARTERS ARMY OF NORTHERN VIRGINIA,
December 23, 1864.

General Leventhorpe reports the enemy attempted, on the 20th, to land a force at Poplar Point, 3 miles from Fort Branch, on the Roanoke.

The attacking party consisted of three gunboats and barges loaded with troops. After a combat of three hours they were repulsed with loss. The attack was renewed on 21st and their skirmishers landed, which were attacked and driven to the boats. The gunboats have resumed the position they occupied previous to their attempt to land troops at Poplar Point.

R. E. LEE.

Hon. J. A. SEDDON.

[Telegram.]

HEADQUARTERS ARMY OF NORTHERN VIRGINIA,
December 23, 1864.

General Leventhorpe reports that he attacked the enemy's gunboats yesterday off Poplar Point and drove them away. Our infantry kept up and fought them with determination for 4 miles. Colonel Whitford, who behaved with great gallantry on the occasion, was slightly wounded.

R. E. LEE.

Hon. JAMES A. SEDDON,
Secretary of War.

[Telegram.]

FORT MONROE, VA., *December 10, 1864—3:30 p. m.*
(Received 4 p. m.)

We would like some more men, about 200, at once, to fill up discharged men's places. They can follow us down. Mostly seamen and ordinary seamen.

D. D. PORTER,
Rear-Admiral.

Hon. G. V. FOX,
Assistant Secretary Navy.

[Telegram.]

HAMPTON ROADS, *December 10, 1864.*
(Received 2:45 p. m.)

We are very much in want of men. Only 175 of the 800 required have come. Will you please send some at once for the James River division?—about 150—and the rest for the other portions of the squadron.

DAVID D. PORTER,
Rear-Admiral.

Hon. G. WELLES.

Report of Acting Volunteer Lieutenant Dennison, U. S. Navy, commanding U. S. S. Cherokee, regarding the capture of the British steamer Emma Henry.

U. S. S. CHEROKEE,
U. S. Naval Station, Beaufort, N. C., December 10, 1864.

SIR: I have the honor to submit the following report:

In latitude 30° 53′ N., longitude 77° 16′ W., sighted black smoke bearing W. N. W. By keeping in the sun glare I managed to approach

within 5 miles of a steamer unperceived; the stranger was heading to the eastward, but upon seeing us he turned to the northward and westward; as I gained upon him rapidly he turned to the northward and eastward. Thinking I was in range I fired two shots; finding they fell short discontinued the fire. As I was still gaining he hauled to the eastward and made sail, which increased his speed and equalized the chase. The wind was strong from the northeast and a very rough sea running. I carried all sail I had. At 11:40 he shortened sail and headed to the northward and stopped. At 12 m. I was alongside and took possession of the English blockade runner *Emma Henry*, with 600 bales of cotton. As her feed pumps would not work, I took her in tow for Beaufort, N. C., where I arrived on the morning of the 9th instant. There were no other vessels in sight at the time of the capture.

I am, very respectfully, your obedient servant,

WM. E. DENNISON,
Acting Volunteer Lieutenant, Commanding Cherokee.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Acting Volunteer Lieutenant Dennison, U. S. Navy, commending the conduct of the officers of the captured steamer Emma Henry.

U. S. S. CHEROKEE,
U. S. Naval Station, Beaufort, N. C., December 12, 1864.

SIR: I feel it my duty to bear testimony to the fact that the captain and officers of the steamer *Emma Henry* conducted themselves in a manner highly creditable at the time and since the capture. The captain prevented the crew from defacing the vessel or destroying the property on board. The chief engineer has used every exertion and rendered valuable assistance in getting the steamer ready for sea.

As the conduct of these officers is so different from what I have seen in other captures, I have taken the liberty of drawing your attention to the fact.

I am, very respectfully, your obedient servant,

W. E. DENNISON,
Acting Volunteer Lieutenant, Commanding Cherokee.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads, Va.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk, regarding the U. S. S. Cambridge.

OFF NORFOLK, *December 10, 1864.*

SIR: Just before the *Cambridge* is ready for sea, you will please apply to the Department to fill her up with her complement of officers, as I have been obliged to take most all of hers to meet the wants of the squadron. When she is all ready for sea, she will proceed and report to Rear-Admiral Dahlgren for duty in the South Atlantic Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain JOHN M. BERRIEN,
Commanding Navy Yard, Norfolk.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Schenck, U. S. Navy, regarding the U. S. S. Tacony.

HAMPTON ROADS, *December 10, 1864.*

COMMODORE: The *Tacony* is hereby assigned temporarily to your division in place of the *Mattabesett*, ordered to the sounds, and the commanding officer has been directed to conform to general orders.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commodore J. F. SCHENCK,
Commanding Third Division, North Atlantic Squadron.

Report of Commander Guest, U. S. Navy, regarding contraband trade in the Nansemond River.

U. S. S. IOSCO,
Nansemond River, December 10, 1864.

COMMODORE: I am here in pursuance of orders from you. I got the *Sassacus* here this morning for the purpose of landing our men to examine the shores of the river, but the fog is so thick that I have postponed the expedition, believing it to be unsafe to send my men beyond the cover of the guns of this vessel.

I have boarded a great number of small vessels, all having a permit from the provost-marshal, by order of General Butler, "to fish and oys ter, and carry provisions to the right bank of the Nansemond." Some of these vessels are not provided with the ordinary appliances for fishing, and I believe there is an extensive contraband trade going on and information furnished to the enemy. I heard from a bona fide oysterman that rebel scouts are, or were, on the left bank of the Nansemond day before yesterday. There is nothing whatever to prevent communication with the left as well as the right bank so long as these permits are granted.

I therefore respectfully request permission to disregard these permits and to blockade this river strictly and to break up this business altogether.

I am, sir, respectfully, your obedient servant,

JOHN GUEST,
Commander, Commanding U. S. S. Iosco.

Commodore H. K. THATCHER,
Comdg. 1st Div. North Atlantic Squadron,
Senior Officer, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *December 11, 1864.*

Orders sent to New York for all seamen and ordinary seamen they have. *Dictator* leaves New York to-morrow.

G. V. FOX,
Assistant Secretary.

Rear-Admiral D. D. PORTER, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to First Assistant Engineer Lay, U. S. Navy, commanding U. S. S. Spuyten Duyvil, to proceed up the James River.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will proceed as soon as possible with the *Spuyten Duyvil* up James River and report to Commander W. A. Parker, commanding Fifth Division North Atlantic Squadron.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

First Assistant Engineer J. L. LAY,
Commanding Spuyten Duyvil.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Glisson, U. S. Navy, to convoy the monitor Mahopac to Beaufort, N. C.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will accompany the monitor *Mahopac* to Beaufort, N. C., and if necessary take her in tow and give her all aid and assistance on the voyage, after which you will remain in a position to join the squadron if you can not go into Beaufort with safety.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain O. S. GLISSON,
Commanding U. S. S. Santiago de Cuba.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Potter, U. S. Navy, commanding U. S. S. Mahopac, to proceed to Beaufort, N. C.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will proceed to Beaufort, N. C., in company or tow of the *Santiago de Cuba*, and fill up there with ammunition without delay, working night and day.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander E. E. POTTER,
Commanding U. S. S. Mahopac, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Sands, U. S. Navy, to convoy the monitor Monadnock to Beaufort, N. C.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will accompany the monitor *Monadnock* to Beaufort, N. C., and if necessary take her in tow and give her all aid and assistance on the voyage, after which you will remain in a position to join the squadron if you can not get into Beaufort with safety.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain B. F. SANDS,
Commanding U. S. S. Fort Jackson, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Monadnock, to proceed to Beaufort, N. C.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will proceed to Beaufort, N. C., in company or tow of the *Fort Jackson*, and fill up there with ammunition without delay, working night and day.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander E. G. PARROTT,
U. S. S. Monadnock, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Trenchard, U. S. Navy, to convoy the monitor Canonicus to Beaufort, N. C.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will accompany the monitor *Canonicus* to Beaufort, N. C., and if necessary take her in tow and give her all aid and assistance on the voyage, after which you will remain in a position to join the squadron if you can not go into Beaufort with safety.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander S. D. TRENCHARD,
Commanding U. S. S. Rhode Island, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Belknap, U. S. Navy, commanding U. S. S. Canonicus, to proceed to Beaufort, N. C.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will proceed to Beaufort, N. C., in company or tow of the *Rhode Island* and fill up there with ammunition without delay, working night and day.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander GEO. E. BELKNAP,
Commanding U. S. S. Canonicus, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Guest, U. S. Navy, commanding U. S. S. Iosco, to proceed to Beaufort, N. C.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will proceed with the *Iosco* to Beaufort, taking advantage of a smooth time after this wind abates, and remain there till further orders. The *Sassacus* goes down there and you can keep company with her if you apprehend that your vessel might require assistance.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander JOHN GUEST,
Commanding U. S. S. Iosco.

Instructions from Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the execution of Treasury regulations relative to trade.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, December 11, 1864.

SIR: The late Treasury regulations make some new arrangements with regard to trade.

The only thing required from you is to abstain from any interference in the permits granted by legal representatives of the Treasury Department. You will recognize these permits when they are signed by Generals Butler or Shepley, commanding in the District of North Carolina, taking care that no attempts to introduce contraband of war among the rebels are successful. The object of the law is to enable persons to bring out the products of the country, and, as the military commander of the district is responsible for the character of the persons who trade within the lines occupied by our troops, his name must be considered as ample security for the loyalty of the parties concerned.

In these matters you will not fail to observe the proper courtesy due to the commanders of the district in which trade is allowed. There are many persons, though, who are so avaricious and regardless of the harm they may do our cause, that they will not hesitate to violate the law and carry stores of all kinds to the rebels. Whenever you meet with such cases, don't hesitate to seize the property and also the persons of the individuals engaged in illegal traffic, which is when they go beyond the permit granted by the Treasury.

A Treasury agent has no right to grant permits to trade, beyond bringing out cotton, tobacco, and other products of the country, and you must examine carefully the papers of all persons who are found purchasing in your district. All boats and parcels are subject to search, and you will use the authority you have for that purpose. Cotton and tobacco belonging to Confederate authority, or to persons employed in arms against the United States, are subject to seizure by the vessels under your command, and can be sent into court and informed on, as follows, to the judge of the district to which they are sent:

SIR: I beg leave to inform against (so much merchandise) the property of A. B. (rebel officer or rebel authority), which you will please libel and proceed against according to law. I herewith enclose you a statement of all the circumstances connected with the capture.
Respectfully, etc.

If you detect any Treasury agent granting permits for articles contraband of war, or in any way liable to be used by the Confederates in arms, you will report him to me and I will report the matter to the Department.

Any vessel or boat caught trading, or going within the enemy's lines, will be seized, permit or no permit.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron

Commander W. H. MACOMB,
Commanding District of the Sounds, North Atlantic Squadron.

Report of Commander Parker, U. S. Navy, commanding Fifth Division, regarding the affairs of his command.

U. S. MONITOR ONONDAGA,
Aiken's Landing, James River, December 11, 1864.

SIR: I have to report that I visited all the vessels in James River, in obedience to your order by telegraph of the 8th instant, received by me at 4:30 o'clock p. m., going down the river in the tugboat *Epsilon.* I found the different vessels at their stations, and read to the commanders of them your telegraphic dispatch enjoining them to keep on the alert to row guard and to take other useful precautions to keep the police of the river. I found the crews of nearly all the vessels deficient in men, particularly in firemen and coal heavers.

I would respectfully suggest that an efficient gunboat should be stationed at Fort Powhatan, which is now unguarded, and at least two vessels should be kept at Deep Bottom, which, with Haxall's Landing, are the most vital points on the river.

Lieutenant-Commander Blake, of the *Eutaw*, reports that the enemy attacked our line at Deep Bottom yesterday and captured some of our pickets, but that he shelled them and disabled one of his 100-pounder Parrott guns in the action. The gun was disabled at the vent, and I propose to send it down in the *Phlox* for repairs. No wooden vessels could pass Fort Powhatan if the rebels get possession of it, as it forms a natural gateway to the river.

I found the *Hunchback* and the *Daylight* cruising between White Shoal light-house and Point of Shoals, as you had directed in a former telegram, but returned to City Point in the *Hunchback* as she was in want of coal. I have stationed this vessel near the *Eutaw*, as Lieutenant-Commander Blake said it was important to have some support in case of attack. The *Mendota*, *Commodore Perry*, *Western World*, and *Henry Brinker* will cruise at the mouth of the river with the *Daylight*, as you directed.

Most of the vessels of this division require repairs, and two more powerful tugs could be usefully employed. There are not enough gunboats to guard all the important points of the river.

The *Miami* is at City Point to protect the transports and other public property there, and to superintend the coal and ordnance vessels. Acting Volunteer Lieutenant Commanding Graves is well qualified for this position, and is well acquainted with General Grant and his staff; this fact gives him facilities for the transaction of business.

About six more vessels of the size of the *Mendota* could be usefully employed in James River.

* * * * * * *

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Adams, U. S. Navy, regarding the departure of ordnance vessels for Beaufort, N. C.

HAMPTON ROADS, *December 12, 1864.*

SIR: When the gale is over and setting to a steady northwester you will start the ordnance vessels so that the wind will carry them as far as Beaufort, N. C.

Don't fail in getting them off at the right time. Take any tugs you can find to tow them to where they can make sail.

Respectfully, your obedient servant,

DAVID D. PORTER.
Rear-Admiral.

Lieutenant-Commander H. A. ADAMS, Jr.,
Fleet Ordnance Officer, Flagship Malvern, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Saco, to proceed with the squadron to Beaufort, N. C.

FLAGSHIP MALVERN,
Hampton Roads, Va., December 12, 1864.

SIR: You will transfer to the commanding officer of the *Atlanta* all guard papers and orders and will prepare to sail with the squadron.

You will go to Beaufort, N. C., and await the sailing of the vessels from that place to join in the coming fight.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JNO. G. WALKER,
Commanding U. S. S. Saco, Hampton Roads, Virginia.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy-yard, Norfolk, regarding the forwarding of vessels to Beaufort, N. C.

HAMPTON ROADS, *December 12, 1864.*

CAPTAIN: As I will not have a chance to see you again, I wish to request that as fast as the repairs on the vessels at the yard, which belong at Beaufort, are finished, that you will send them down to report.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain JOHN M. BERRIEN,
Commanding Navy Yard, Norfolk.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Allen, U. S. Navy, commanding U. S. S. I. N. Seymour.

HAMPTON ROADS, *December 13, 1864.*

SIR: You will proceed to York River and report to commanding officer there for duty.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commanding Officer I. N. SEYMOUR,
Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Woodward, U. S. Navy, commanding U. S. S. Atlanta, to prepare the tug Republic for guard duty.

HAMPTON ROADS, *December 13, 1864.*

SIR: Put an officer and a few men with arms on board the tug *Republic* in addition to those she has and give her commander orders to go and relieve the *Saco*, doing guard duty, at once. She will remain anchored where the *Saco* is until the *Young America* comes down, when the latter vessel will be guard ship until Commander Parker makes other arrangements.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commanding Officer U. S. S. ATLANTA,
Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Corbin, U. S. Navy, commanding U. S. S. Augusta.

HAMPTON ROADS, *December 13, 1864.*

SIR: You will get a tow and proceed to Baltimore, Md., and report to commandant of station there.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander T. G. CORBIN,
Commanding U. S. S. Augusta, Hampton Roads.

[Telegram.]

HAMPTON ROADS, *December 13, 1864.*

You gave us four prizes this moon. We have five and one steamer destroyed.

Mr. Higgins has left. One million one hundred thousand [dollars of] rebel property captured this moon.

DAVID D. PORTER,
Rear-Admiral.

Hon. G. V. FOX,
Assistant Secretary of Navy, Washington.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Parker, U. S. Navy, regarding the control of affairs in James River and adjacent waters.

HAMPTON ROADS, *December 13, 1864.*

SIR: As I am about to proceed to Beaufort and the blockade, it devolves on you to take the control of affairs in James River and the adjacent waters.

You know the duty to be performed by your division, and will execute it as may seem to you best for the interest of the service, changing the vessels to suit circumstances.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander W. A. PARKER,
Commanding Fifth Division North Atlantic Squadron.

[Telegram.]

HAMPTON ROADS, *December 13, 1864—1:30 p.m.*

I shall leave here for Beaufort in an hour.

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Butler, U. S. Army, regarding the departure of United States vessels from Hampton Roads for Beaufort, N. C.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, December 13, 1864.

GENERAL: The rest of the fleet will leave here in three hours, and will proceed to the rendezvous 25 miles east of Cape Fear River.

The powder vessel will go to Beaufort and take 90 tons of powder I had there. I shall follow and communicate with you after she leaves Beaufort for her destination. I think the *Louisiana* will carry the 300 tons. She has now 200 on board and room for 200 more, though that would sink her too deep. She has delayed us a little, and our movements had to depend on her.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General B. F. BUTLER,
Commanding, etc., Fortress Monroe, Va.

Report of Commander Spicer, U. S. Navy, forwarding prize list of cotton.

U. S. S. QUAKER CITY,
Beaufort, N. C., December 13, 1864.

SIR: I have the honor to address the Department, and respectfully forward herewith a prize list of 15 bales of cotton, picked up by this vessel on the 8th of December.

I have, sir, the honor to be,

Very respectfully, your obedient servant,

WM. F. SPICER,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

List of vessels and their stations in the North Atlantic Blockading Squadron.

NORTH ATLANTIC SQUADRON, *December 15, 1864.*

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawam	10	3	Commander A. C. Rhind	Norfolk Navy Yard.
Alabama	10	3	Acting Volunteer Lieutenant F. Smith	Off Wilmington.
Anemone	4	4	Acting Ensign W. C. Borden	Beaufort, N. C.
Alert	2	4	Acting Ensign J. Bishop	James River.
Atlanta	3	3	Acting Volunteer Lieut. T. J. Woodward	Hampton Roads.
Aries	7	3	Acting Volunteer Lieutenant F. S. Wells	Off Wilmington.
Augusta	------	------	------	Not reported.
Adger, James	------	------	------	Do.
Arletta	------	------	Commander B. M. Dove	Beaufort, N. C.
Albemarle (hulk)	------	------	------	Sounds, North Carolina.
Alpha	------	4	Acting Ensign N. R. Davis	James River.
Beta (formerly called picket boat No. 2).	------	------	------	Destroyed.
Berberry	4	4	Acting Ensign R. W. Rowntree	Beaufort, N. C.
Britannia	6	4	Acting Volunteer Lieutenant S. Huse	Wilmington, N. C.
Banshee	3	4	Acting Volunteer Lieut. W. H. Garfield	Norfolk Navy Yard.
Bignonia	3	4	Acting Volunteer Lieutenant W. D. Roath	Off Wilmington.
Belle	------	------	------	Sounds, North Carolina.
Brooklyn	26	2	Captain J. Alden	Off Wilmington.
Ben Morgan (hulk)	------	4	Acting Master A. B. Mulford	Norfolk, Va.
Charles Phelps	------	4	Acting Ensign [Wm.] Ottiwell	Craney Island, Va.
Canonicus	2	3	Lieutenant-Commander G. E. Belknap	Off Wilmington.
Chicopee	10	3	Commander A. D. Harrell	Sounds, North Carolina.
Clematis	3	4	Acting Volunteer Lieutenant E. D. Bruner	Norfolk, repairing.
Commodore Hull	6	4	Acting Master F. Josselyn	Sounds, North Carolina.
Ceres	2	4	Acting Master H. H. Foster	Do.
Colorado	50	1	Commodore H. K. Thatcher	Off Wilmington.
Cherokee	6	4	Acting Volunteer Lieut. W. E. Dennison	Do.
Calypso	6	4	Acting Master F. D. Stuart	New York Navy Yard.
Cambridge	10	3	Acting Volunteer Lieutenant J. F. Nickels	Norfolk Navy Yard.
Commodore Barney	7	4	Acting Volunteer Lieut. G. B. Livingston	James River.
Cactus	3	4	Acting Master and Pilot Jno. Evans	Naval station, Norfolk.
Commodore Morris	7	4	Acting Master R. G. Lee	James River.
Crusader	7	4	Acting Volunteer Lieutenant Peter Hays	York River.
Commodore Perry	5	4	Acting Volunteer Lieutenant A. P. Foster	James River.
Cuyler, R. R	12	3	Commander C. H. B. Caldwell	Norfolk Navy Yard.
Chippewa	6	4	Lieutenant-Commander A. W. Weaver	Off Wilmington.
Cohasset	1	4	Acting Ensign and Pilot G. B. Griffin	Norfolk Navy Yard.
Clinton	------	4	Acting Ensign G. W. Hadden	Do.
Dumbarton	4	4	Acting Volunteer Lieutenant H. Brown	Do.
Delaware	4	4	Acting Master J. H. Eldridge	James River.
Dawn	3	4	Acting Master J. A. Jackaway	Do.
Daylight	8	4	Acting Master H. A. Phelon	Do.
Dictator	2	1	Commodore Jno. Rodgers	Norfolk, Va.
Dacotah	------	------	------	Not reported.
Delta	------	4	Acting Master's Mate W. F. Gragg	James River.
Epsilon	------	4	Acting Ensign E. M. Boggs	Do.
Emma	8	4	Acting Volunteer Lieutenant T. C. Dunn	Off Wilmington.
Eolus	4	4	Acting Master E. S. Keyser	Do.
Eutaw	10	3	Lieutenant-Commander H. C. Blake	James River.
Fort Jackson	11	2	Captain B. F. Sands	Off Wilmington.
Florida	------	------	------	Not reported.
Fort Donelson	1	4	Acting Volunteer Lieutenant T. Pickering	Off Wilmington.
Fahkee	5	4	Acting Master F. R. Webb	Do.
Grand Gulf	------	------	------	Not reported.
Gettysburg	7	3	Lieutenant R. H. Lamson	Off Wilmington.
Governor Buckingham.	6	3	Acting Volunteer Lieut. J. MacDiarmid	Do.
General Putnam	4	4	Acting Master H. H. Savage	James River.
Granite	------	Sloop.	Acting Master E. Boomer	Hatteras Inlet (guard).
Glance	------	4	Acting Ensign H. Wheeler	James River.
Gamma	------	4	Acting Ensign H. F. Curtis	Do.
Howquah	5	4	Acting Volunteer Lieutenant J. W. Balch	Off Wilmington.
Huron	5	4	Lieutenant-Commander T. O. Selfridge	Do.
Hunchback	7	4	Lieutenant Jo. Fyffe	James River.
Henry Brinker	3	4	Acting Ensign J. H. Kerens	Do.
Heliotrope	1	4	Acting Ensign and Pilot Norman	Norfolk, Va.
Hoyt	------	4	Acting Ensign H. B. Twambly	Sounds, North Carolina.
Hetzel	2	4	Acting Master Thompson	Norfolk Navy Yard.
Harcourt	------	------	------	Do.
Iosco	10	3	Commander John Guest	Off Wilmington.
Juniata	14	2	Captain W. R. Taylor	Do.
I. N. Seymour	2	4	Acting Ensign F. B. Allen	Hampton Roads.
Kansas	8	4	Lieutenant-Commander P. G. Watmough	Off Wilmington.
Keystone State	6	3	Commander H. Rolando	Do.
Lilian	------	4	Acting Volunteer Lieutenant T. A. Harris	Do.

List of vessels and their stations in the North Atlantic Blockading Squadron—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Launch 4				James River.
Launch 5				Sounds, North Carolina.
Launch 6				New Berne, N. C.
Lockwood	3	4	Acting Ensign J. Q. A. Davidson	Sounds, North Carolina.
Lilac	2	4		Norfolk, Va.
Little Ada	2	4	Acting Master Crafts	Off Wilmington.
Monticello	6	4	Acting Volunteer Lieut. D. A. Campbell	Do.
Maumee	8	4	Lieutenant-Commander R. Chandler	Do.
Mohican	9	3	Commander D. Ammen	Do.
Minnesota	46	1	Commodore J. Lanman	Do.
Mackinaw	10	3	Commander J. C. Beaumont	Do.
Massasoit	10	3	Commander R. T. Renshaw	James River.
Mount Vernon	5	4	Acting Volunteer Lieutenant J. Trathen	Off Wilmington.
Moccasin	3	4	Acting Ensign J. Brown	Do.
Mattabesett	10	3	Commander J. C. Febiger	Sounds, North Carolina.
Montgomery	6	3	Acting Volunteer Lieutenant E. H. Faucon	Off Wilmington.
Maratanza	6	3	Lieutenant-Commander G. W. Young	Do.
Morse	6	4		Repairing, Baltimore.
Miami	8	3	Actg. Volunteer Lieutenant G. W. Graves.	James River.
Mendota	10	3	Commander E. T. Nichols	Do.
Mount Washington.	1	4	Acting Master and Pilot H. H. Haynie	Do.
Mystic	7	4	Acting Master W. Wright	York River.
Monadnock	4	3	Commander E. G. Parrott	Off Wilmington.
Mahopac	2	3	Lieutenant-Commander E. E. Potter	Do.
Martin				Norfolk Navy Yard.
Mercedita			Lieutenant-Commander M. Haxtun	Baltimore.
Malvern	12	4	Lieutenant W. B. Cushing	Off Wilmington.
Nyack	8	4	Lieutenant-Commander L. H. Newman	Do.
Nansemond	3	4	Acting Master J. H. Porter	Do.
Niphon	9	4	Acting Master E. Kemble	Repairing at Boston.
New Ironsides	20	1	Commodore W. Radford	Off Wilmington.
New Berne (supply steamer).				
Osceola	10	3	Commander J. M. B. Clitz	Do.
Onondaga	4	3	Commander W. A. Parker	James River.
Otsego	10	3	Lieutenant-Commander H. N. T. Arnold	Destroyed in sounds.
Phlox		4		James River.
Powhatan	24	1	Commodore J. F. Schenck	Off Wilmington.
Pequot	8	4	Lieutenant-Commander D. L. Braine	Do.
Pawtuxet	10	3	Commander J. H. Spotts	Do.
Poppy	2	4	Acting Ensign W. Clarke	James River.
Pontoosuc	12	3	Lieutenant-Commander W. G. Temple	Off Wilmington.
Quaker City	7	2	Commander W. F. Spicer	Do.
Rhode Island	12	2	Commander S. D. Trenchard	Do.
Release	3	4	Acting Master J. Baker	Beaufort.
Renshaw		4	Gunner E. A. McDonald	Sounds, North Carolina.
Seneca	5	4	Lieutenant-Commander M. Sicard	Off Wilmington.
State of Georgia				Not reported.
Saco	12	4	Lieutenant-Commander J. G. Walker	Hampton Roads.
Shenandoah	6	2	Captain D. B. Ridgely	Off Wilmington.
Susquehanna	18	1	Commodore S. W. Godon	Do.
Santiago de Cuba	11	2	Captain O. S. Glisson	Do.
Samuel Rotan	5	4	Acting Master W. G. Nutting	York River, Virginia.
Saugus	2	3	Commander E. R. Colhoun	James River, Virginia.
Shamrock	11	3	Commander W. H. Macomb	Sounds, North Carolina.
Saffron		4	Acting Ensign H. M. Pishon	Hampton Roads.
Spuyten Duyvil (torpedo boat).			First Assistant Engineer [John L.] Lay	James River.
Shokokon	6	4	Actg. Volunteer Lieutenant W. B. Sheldon	Beaufort, N. C.
Sassacus	12	3	Lieutenant-Commander J. L. Davis	Off Wilmington.
St. Lawrence	13	1	Commander D. Lynch	Naval Magazine, Norfolk.
Tallapoosa	10	3	Lieutenant-Commander De Haven	Boston.
Tuscarora	10	3	Commander J. M. Frailey	Off Wilmington.
Tristram Shandy	4	4	Actg. Volunteer Lieutenant E. F. Devens.	Do.
Tacony	12	3	Lieutenant-Commander W. T. Truxtun	Do.
Ticonderoga	14	2	Captain C. Steedman	Do.
Unadilla	6	4	Lieutenant-Commander F. M. Ramsay	Do.
Unit		4	Acting Ensign H. P. Hathaway	Norfolk, Va.
Vanderbilt	16	2	Captain C. W. Pickering	Off Wilmington.
Victoria	3	4	Acting Ensign W. Moody	Norfolk, Va.
Vicksburg	6	3	Lieutenant-Commander [F. H.] Baker	Off Wilmington.
Valley City	6	4	Acting Master J. A. J. Brooks	Sounds, North Carolina.
Vance, A. D	5	4	Lieutenant-Commander J. H. Upshur	Off Wilmington.
Wabash	44	1	Captain M. Smith	Do.
Western World	5	4	Acting Master E. Herrick	James River.
W. Badger (hulk)				Beaufort, N. C.
Wilderness	4	4	Acting Master H. Arey	Off Wilmington.

List of vessels and their stations in the North Atlantic Blockading Squadron—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Wyalusing	14	3	Lieutenant-Commander E. English	Sounds, North Carolina.
Whitehead	4	4		Do.
Wyandotte	4	5	Acting Master T. W. Sheer	Norfolk, Va. (guard).
Young America	2	4	Acting Ensign O. Lasher	James River.
Yantic	5	4	Lieutenant-Commander T. C. Harris	Off Wilmington.
Zouave	2	4		Norfolk, Va.
Zeta		4	Acting Ensign F. W. Mintzer	James River.

[DAVID D. PORTER,]
Rear-Admiral, Commanding North Atlantic Squadron.

Report of Commander Nichols, U. S. Navy, regarding various vessels in the James River.

U. S. S. MENDOTA,
James River, December 15, 1864.

SIR: I have the pleasure to report our success in getting the *Saugus* afloat at meridian yesterday, apparently without damage, and she at once proceeded on her way to the roads. I am at present anchored off the mouth of Pagan Creek, with the *Western World*, *Daylight*, and *Henry Brinker*. The *Daylight* goes up this afternoon to resume her station in Turkey Bend. Her commanding officer informs me that the case of [E. T.] Davidge has been investigated and a report sent to you. I therefore herewith return the papers. The *Brinker* came down this morning from her last night's station near Deep-Water light-house, and will return there this evening. Her commanding officer reports that he is very short of men and has but one officer. I have directed the commanding officer of the *Daylight* to transfer a master's mate to her for temporary service. The *Western World* got here last evening, having been aground twice on the way down, without a pilot. On account of her having no pilot, think I shall station her permanently either off this place or at lower creek, and do the cruising with this vessel, the *Perry*, and *Brinker*. Acting Master Phelon, commanding the *Daylight*, informs me that he landed day before yesterday and destroyed a skiff and a large flat-bottomed boat, the latter capable of carrying from 40 to 50 men. Acting Ensign Kerens, commanding the *Brinker*, also informs me that he has destroyed a very large boat. The *Perry* is anchored just above Point of Shoals light. I propose remaining here to-night myself and hereafter change the vessels about every day or two. I must commend to your favorable notice the active energy displayed by Acting Volunteer Lieutenant A. P. Foster, commanding the *Perry*, in working for the rescue of the *Saugus* from her dangerous position.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander, U. S. Navy.

Commander WM. A. PARKER,
Commanding Fifth Division.

Report of Rear-Admiral Porter, U. S. Navy, regarding the driving ashore of the blockade runner Petrel by United States vessels at New Inlet.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Beaufort, N. C., December 15, 1864.

SIR: I have the honor to report the destruction of the blockade runner *Petrel*, driven ashore by the gunboats at New Inlet, Cape Fear River. She was fired upon and sunk, and was finally totally destroyed by a northeast gale. She had on board a large cargo of arms and munitions of war, all of which were lost; the wreck lies within reach of our guns.

Blockade running seems almost as brisk as ever, and I suppose will continue so as long as it is remunerative. The new class of blockade runners is very fast, and sometimes come in and play around our vessels; they are built entirely for speed.

Within the last fifty days we have captured and destroyed $5,500,000 worth of enemy's property in blockade runners. To submit to these losses and still run the blockade shows the immense gains the runners make and the straits the enemy are in.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to the senior officer off New Inlet, North Carolina, regarding the placing of buoys off Sheep Head Rock.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Beaufort, N. C., December 15, 1864.

SIR: I am anxious to have the shoal called Sheep Head Rock, or Shoal, buoyed out, so that there will be no danger of vessels running on it. You will select the best pilots or persons you have for this purpose, and have it done without delay. I want all the buoys placed in 3 fathoms water. Put about ten around the shoal, with good and sufficient moorings.

I would also like a line of buoys placed along the closest 5-fathom line from abreast of Fort Fisher for about 2 miles to the westward. These are for guides for the squadron when they go into action.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

SENIOR NAVAL OFFICER,
Off New Inlet, North Carolina.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Dennison, U. S. Navy, for the transportation of buoys, to be placed off Sheep Head Rock.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Beaufort, N. C., December 15, 1864.

SIR: You will proceed without delay to the New Inlet entrance to Cape Fear River and take with you the buoys that will be put on board

of you. You will communicate with the commanding officer there and inform him that I want the shoal called Sheep Head Rock, or Shoal, buoyed out at night, so that when the vessels go there to operate they will not be in danger of running on it. You will direct Mr. Bradford, the Coast Survey officer (now on board the *Vicksburg*), to return to me at this place without a moment's delay with the information I sent him to obtain. On his arrival off this port he must inform himself if I am here. If I am not here he will find me 25 miles east of New Inlet. He will leave a duplicate of his report and all the information I require with the commanding officer at New Inlet, so that I may obtain it if I get there, after which you will return here, and if I have gone follow me to a position I will take 25 miles east of New Inlet.

You can transfer the buoys to some other vessel suitable for putting them down. This will enable you to return at once with Mr. Bradford.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant WM. E. DENNISON,
Commanding U. S. S. Cherokee.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Butler, U. S. Army, regarding powder explosion for the destruction of the New Inlet batteries.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Beaufort, N. C., December 16, 1864.

GENERAL: I take advantage of the tug *Du Pont*, going out, to write you a few lines. I think all the vessels will leave here to-morrow morning for the rendezvous, and if the weather permits, I think we will be able to blow up the vessel by the next night. In talking with engineers, some of them suggested that even at 25 miles the explosion might affect the boilers of steamers and make them explode if heavy steam were carried, and I would advise that before the explosion takes place, of which you will be duly notified, the steam be run down as low as possible and the fires drawn. I hear that the rebels have only a small garrison at the forts at New Inlet. I don't know how true it is.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General B. F. BUTLER,
Commanding Department of Virginia and North Carolina.

Report of Commodore Lanman, U. S. Navy, regarding request of Major-General Butler for an interview.

U. S. S. MINNESOTA,
N. Atlantic Squad. Rendezvous, off Cape Fear, December 16, 1864.

ADMIRAL: I have the honor to state that this afternoon the army transport steamer *Ben De Ford* came within hail. An army officer desired to speak to the commanding officer of the *Minnesota*, and said, "Will you please inform Admiral Porter that General Butler has been off twice to see him; that he is now going into New Inlet and will be

pleased to see Admiral Porter there. He (General Butler) will inform the blockade vessels that Admiral Porter is expected into New Inlet Bar." The *Ben De Ford* then steamed inshore.

I have the honor to be your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Division North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Master Pettit, U. S. Navy, of the removal of Confederate torpedoes at New Inlet, North Carolina, December 16–17, 1864.

U. S. S. MONTICELLO,
Off Fort Caswell, N. C., January 24, 1865.

SIR: I would respectfully report details of removing obstructions in the channel at New Inlet, which I was ordered by you to superintend.

I proceeded on the afternoon of the 16th ultimo with Acting Ensign D. W. Lakin and 12 men from the *Monticello*, erected a camp on shore, and at daylight on the morning of the 17th commenced operations. I had on the afternoon of the 16th instant dug several trenches in front of the mound where the electric batteries were and struck the wires, digging the course they followed down to the beach. I found the main wires anchored with two mushroom buoys, underrunning the channel wires. I succeeded in raising three large iron tanks, which were anchored with a bridle so as to keep them on their side, floating about 6 feet from the bottom; the fourth torpedo I was unable to raise, owing to the lines having been cut and the chain foul. I severed the wires connected with it. It lies inshore close to the wreck of the three-funneled steamer.

I have the honor to be, sir, very respectfully, your obedient servant,

CHAS. A. PETTIT,
Acting Master, Executive Officer.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Cape Fear River.

Report of Commander Howell, U. S. Navy, of the arrival in Hampton Roads of the U. S. S. Nereus.

U. S. S. NEREUS,
Hampton Roads, December 17, 1864.

SIR: In obedience to orders from Rear-Admiral H. Paulding, I have the honor to report the arrival of this vessel in Hampton Roads, twenty-six hours from Sandy Hook.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *December 17, 1864.*

Porter was seen Thursday off Hatteras; he goes into Beaufort one day, so he can hardly leave there before to-morrow. You have all the

orders we have to give. Take any vessels you find for convoy, and then send off the *Nereus*. Tell Porter if he finishes well to send what iron-clads and double-enders he can spare to Dahlgren, and let you come up to Alexandria. Send full reports of your passage by mail so we can accept the ship. Wishing you may be in time,

Your friend,

G. V. FOX.

Commodore JOHN RODGERS, U. S. Navy,
Commanding U. S. S. Dictator, Hampton Roads, Virginia.

[Telegram.]

NAVY DEPARTMENT, *December 17, 1864.*

Send the *Pontoosuc* direct to New Inlet and let the *Nereus* take the *Saugus* down.

GIDEON WELLES,
Secretary of the Navy.

Commodore JOHN RODGERS,
Commanding U. S. S. Dictator, Fortress Monroe, Virginia.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Parrott, U. S. Navy, regarding pilots.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Beaufort, December 17, 1864.

SIR: Your vessel will be supplied with a pilot in preference to any wooden vessel, and you will take the pilots wherever you may find them, and not let them leave the vessel until you are over the bar.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

[Commander E. G. PARROTT],
Commanding U. S. S. Monadnock.

[Order of same date and tenor to commanding officers U. S. steamers *Canonicus* and *Mahopac.*

Order of Rear-Admiral Porter, U. S. Navy, to Commander Ammen, U. S. Navy, regarding the services of the U. S. S. Mohican.

BEAUFORT, N. C., *December 17, 1864.*

SIR: As the services of your vessel will be required here no longer, you will proceed with her to the rendezvous and join the rest of the squadron.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander D. AMMEN,
Commanding U. S. S. Mohican, off Beaufort.

Report of Commander Parker, U. S. Navy, regarding proposed attack on Confederate rams in James River.

U. S. MONITOR ONONDAGA,
Aiken's Landing, James River, December 17, 1864.

SIR: I have the honor to report the arrival at this place, on the 15th instant, of the torpedo boat *Stromboli* or *Spuyten Duyvil*, under the command of First Assistant Engineer John L. Lay.

I shall endeavor to set her to attack the rebel rams as soon as the commanding officer is ready for work.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, Flagship Malvern, Beaufort, N. C.

Report of Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, regarding expedition to Green Cay and return to Beaufort, N. C.

U. S. S. SHENANDOAH,
Off Beaufort, N. C., December 16, 1864.

SIR: I have the honor to report that I left Hampton Roads on the evening of 6th of December, in obedience to orders, and proceeded to Green Cay. I arrived there on the evening of December 13, and saw no evidence of any vessel having been fitted out there, by diligent search. A small fishing vessel was there that had come in for a lee from a norther which was blowing at the time, and she had heard nothing of a vessel being there. I anchored there for the night and the next morning got underway, and then made the best of my way to this place and anchored off the bar last night about 9 o'clock.

I am, very respectfully,

DANIEL B. RIDGELY,
Captain, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Radford, U. S. Navy, Commanding New Ironsides, to join the squadron off New Inlet.

OFF BEAUFORT, N. C., *December 18, 1864.*

COMMODORE: You will proceed with your vessel and join the rest of the squadron at the rendezvous, 25 miles east of New Inlet, North Carolina.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore WM. RADFORD,
Commanding New Ironsides and Division Ironclads.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw, to convoy the U. S. S. Monandock to the rendezvous off New Inlet.

OFF BEAUFORT, N. C., *December 18, 1864.*

SIR: I wish you to keep company with the *Monadnock* and proceed with her to the rendezvous, 25 miles east of New Inlet. Keep just ahead of the monitor, so she can steer after you. These orders have been given to you by signal.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. C. BEAUMONT,
Commanding U. S. S. Mackinaw.

Instructions of Rear-Admiral Porter, U. S. Navy, to Commodore Radford, U. S. Navy, regarding an attack by the monitors upon Half Moon battery.

AT SEA, *December 20, 1864.*

COMMODORE: I find by an examination of the soundings that your ship and the monitors can go into action without coming to an anchor. The coast to the eastward of the bar is quite bold, 3 fathoms being found within 100 yards of shore. This will enable you to come along from the eastward slowly and silence the Half Moon battery, which is a short distance to the eastward of Fort Fisher and quite a spiteful little battery.

You will direct the commanding officers of the monitors to follow slowly after you, and open deliberately on the Half Moon battery. The monitors will not anchor unless I make signal. I have ordered a number of gunboats, with XI-inch and 100-pounder rifled guns, to keep off at long shot and open a steady fire on the works while you are engaged with them. I think you will soon silence the batteries. By keeping underway the vessels of your division can choose their own distance and the one where the most execution can be done, and when the ships get into action and begin to occupy the attention of the rebels, I will make signal to you to anchor, which you will be able to do at your leisure. All I ask of you is to keep Fort Fisher on the bearing I gave you. When it is smoother weather, send for the commanding officers of the monitors and explain this to them. The *Dictator* and *Saugus* will be here in time, if they can get a tow.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore WM. RADFORD,
Commanding Division of Ironclads, U. S. S. New Ironsides.

I would not go closer to the beach than a quarter of a mile, if that.

DAVID D. PORTER,
Rear-Admiral.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. A. D. Vance, to cruise for blockade runners.

OFF NEW INLET, *December 20, 1864.*

SIR: Get underway and run out on the Nassau line, or where you think there is a chance of catching a runner. Four will go out to-night.

Come back here if the wind should come out from northward and westward or west and there is a chance of landing the troops.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER U. S. S. A. D. VANCE.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding the U. S. S. Alabama, to protect the U. S. S. Mahopac.

AT SEA,
Off New Inlet, December 20, 1864.

SIR: You will get underway and anchor near the ironclad *Mahopac*. Communicate with her captain and have signals established between you. It will be your duty to look out and take care of her until further orders.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant FRANK SMITH,
Commanding U. S. S. Alabama.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant naval station, Beaufort, N. C., regarding vessels.

FLAGSHIP MALVERN, *December 20, 1864.*

SIR: You will send every vessel that arrives in Beaufort to report to me without delay.

Respectfully, your obedient servant,

[DAVID D. PORTER,]
Rear-Admiral.

Commander B. M. DOVE,
Commanding Naval Station, Beaufort, N. C.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Crafts, U. S. Navy, commanding U. S. S. Little Ada, regarding duty of that vessel.

OFF NEW INLET, NORTH CAROLINA, *December 20, 1864.*

SIR: I directed you the last time I saw you at Beaufort to keep with this vessel. You have not been near her since. Your duty is to keep with this vessel wherever she goes.

You will now go and deliver all the letters I send you and return to me, taking from the army vessel *Carnac* 3 barrels, which you will deliver to me when it is smoother.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER U. S. S. LITTLE ADA.

Letter from Rear-Admiral Porter, U. S. Navy, to Commodore Adams, U. S. Navy, regarding coal.

BEAUFORT, N. C., *December 20, 1864.*

COMMODORE: I have found it necessary to order all the coal in the sounds to be sent here. Will you please send more to the sounds? The supply required there is not so large as it has been.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding.

Commodore H. A. ADAMS,
No. 323 Walnut Street, Philadelphia.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report regarding the unseaworthy condition of the U. S. S. Saco.

FLAGSHIP MALVERN,
Off Wilmington, N. C., December 20, 1864.

SIR: I have the honor to enclose a report of Lieutenant-Commander Walker, commanding *Saco*, relative to that vessel.

Since the *Saco* has been in this squadron, I have endeavored to husband her in every way to enable her to participate in the coming engagement, but notwithstanding her being in the hands of the machinists the greater part of the time, it has been without success, and I am compelled to report her to the Department as useless, and to ask what disposition shall be made of her.

I have the honor to be, sir, very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. SACO,
Hampton Roads, Virginia, December 16, 1864.

SIR: I have to report that in obedience to your order, I left this place on the evening of the 13th for Beaufort, N. C. On the following day, at 3 p. m., being about 30 miles north of Hatteras, a part of the tubes in the third boiler on the port side blew out under a pressure of 25 pounds of steam, blowing the fire across the fire room and filling it with steam and ashes.

The fires were hauled, but as soon as possible steam got on the boilers still remaining serviceable (five being entirely disabled and others leaking) and I continued on my course until 9 p. m. At that time, finding that with all the steam we could raise, the ship barely had steerageway, and the wind serving to return to this place, I felt compelled, most reluctantly, to put the ship's head to the northward.

I succeeded in reaching Hampton Roads, under sail with a favorable breeze, working the engines as well as we could, at 12 last night.

The vessel is entirely unseaworthy and in my opinion can not be made serviceable without extensive repairs and alterations.

I am much chagrined at this occurrence, and most earnestly beg to

offer the services of myself, officers, and crew for any service in the present expedition.

Enclosed I forward a copy of the engineer's report.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

P. S.—The engineer at this moment reports that a tube has given way in one of the boilers, which has given no trouble before.

[Subenclosure.]

U. S. S. SACO,
At Sea, December 14, 1864.

SIR: I am not able to maintain our 20 pounds of steam safely, in consequence of another boiler giving out, which now makes five boilers out of the fourteen that are entirely useless.

I am not able to obtain over 20 revolutions with the main engines under the most favorable circumstances in smooth water, which is giving us from 1½ to 2 knots per hour. Should we have heavy weather and a head wind, we would not be able to steam ahead at all.

I respectfully recommend that we put into the nearest harbor.

Very respectfully,

ABRAHAM W. HARRIS,
Acting First Assistant Engineer.

JOHN G. WALKER,
Lieutenant-Commander.

[Telegram.]

NAVY DEPARTMENT, *December 20, 1864—11:10 a. m.*

I hope you will use every exertion to get us a Richmond paper, as we shall hear first through that source concerning the joint expedition.

G. V. FOX,
Assistant Secretary.

Lieutenant-General U. S. GRANT,
City Point, Va.

[Telegram.]

CITY POINT, VA., *December 20, 1864—1 p. m.*
(Received 2:30 p. m.)

We get the Richmond papers daily, a file of which is generally sent to the Secretary of War. Yesterday's papers contain no notice of the Wilmington expedition.

U. S. GRANT,
Lieutenant-General.

Captain G. V. FOX,
Assistant Secretary of Navy.

[Telegram.]

NAVY DEPARTMENT, *December 20, 1864—1:45 p. m.*

Mr. Fulton telegraphs that you are about to publish the details of a certain attack which the weather may delay for many days. If you do, you will defeat the movement and do more injury to your country than words can express.

G. V. FOX,
Assistant Secretary.

PHILADELPHIA PRESS,
Philadelphia, Pa.

[Telegram.]

NAVY DEPARTMENT, *December 21, 1864.*

Order the *Saco* to Washington navy yard.

GIDEON WELLES,
Secretary of the Navy.

Commodore JOHN RODGERS,
Commanding U. S. S. Dictator, Hampton Roads.

Report of Commander Parker, U. S. Navy, making suggestions regarding river service.

U. S. MONITOR ONONDAGA,
Aiken's Landing, James River, December 21, 1864.

MY DEAR SIR: I would respectfully suggest that all the lame ducks of the squadron be sent to this (fifth) division till favorable opportunities offer to have them repaired at a navy yard.

Vessels with disabled hulls or machinery can do good service here, and there are not enough present to guard all the most important points.

It is not necessary to cruise much in the river, and consequently the wear and tear of the hull and machinery are less than they are at sea or on the blockade. I could employ usefully a dozen more vessels here if I had them. Moreover, there are not enough vessels in the York and Appomattox rivers. Tugs and ferryboats are very useful in this river service, especially the latter, as they carry heavy batteries, and most of the vessels in the Fifth Division remain stationary for months at a time.

Respectfully, yours,

WILLIAM A. PARKER,
Commanding Fifth Division.

Fleet Captain BREESE.

[Telegram.]

NAVY DEPARTMENT, *December 22, 1864.*

Yesterday the fleet were inactive at their destination on account of continued bad weather. This from General Grant. You may be in time yet.

G. V. FOX.

Commodore JOHN RODGERS, U. S. Navy,
Commanding U. S. S. Dictator, Norfolk, Va.

[Telegram.]

NAVY DEPARTMENT, *December 25, 1864.*

Take the *Cuyler*, or any steamer there is belonging to anybody, to accompany you, and join Porter as soon as you can. A telegram from Bragg, dated Wilmington, Friday, said: "Yankee fleet in sight." No change; weather bad. Tell Porter his whole plan, copied from our papers, was published in Richmond Thursday last. Answer if you are off.

G. V. FOX.

Commodore JOHN RODGERS, U. S. Navy,
Commanding U. S. S. Dictator, Norfolk, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Potter, U. S. Navy, regarding the care of the U. S. S. Mahopac in view of expected gale.

AT SEA,
Off New Inlet, December 23, 1864.

SIR: If, in your opinion, it is unwise to keep the *Mahopac* here any longer, you will proceed with her in tow of the *Alabama* to Beaufort, and remain there until further orders. I think we are going to have a northeast gale.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander E. E. POTTER,
Commanding U. S. S. Mahopac.

Since writing the above the weather has come out beautiful. Can't you keep your vessel up for the attack which will take place to-morrow morning?

Don't deliver the orders to captain of the *Alabama* unless you deem it necessary.

DAVID D. PORTER,
Rear-Admiral.

Report of Lieutenant-Commander Potter, U. S. Navy, regarding the U. S. S. Mahopac.

U. S. S. MAHOPAC, *December 23, 1864.*

SIR: I can keep the *Mahopac* ready for the fight in the morning. Am ready for fight, but want coal and an anchor. [I will] get coal from the *Alabama* as soon as possible, and she lets me have a 500-pound kedge and chain.

Night before last had a pretty tough time.

Shall I remain at my present anchorage or join the fleet to-night?

The *Alabama* has taken good care of us and is quite ready.

I am, sir, very respectfully, your obedient servant,

EDWARD E. POTTER,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Ensign Wandell, U. S. Navy, giving information obtained from the examination of deserters.

U. S. S. ONONDAGA,
James River, December 23, 1864.

SIR: In obedience to your order I have examined the deserters that were sent on board this morning, and the following information is most respectfully submitted:

All seven men belonged to the United Artillery, commanded by Captain Thomas Kevill. This company was formerly a fire company at Norfolk, Va., and is mostly composed of residents of that city. They report provisions and clothing in the rebel Army enough for the actual wants of the men; that there is no fear of any movement at present by land or water by the Union forces, and that the rebels are now giving officers and men furloughs. The 8-inch rifle at Howlett's burst the last time the monitors were engaged.

FRANCIS WOOD, Norfolk, Va., enlisted April 19, 1861; has been last stationed at Battery Wood, near Howlett's:

Battery Dantzler, or Howlett's, has 1 7-inch rifle, 1 X-inch mortar, and 2 X-inch smoothbores; they are now at work enlarging and preparing to mount more guns; commanded by Major Smith.

Battery Chester has 2 X-inch smoothbores, 1 mounted and the other ready to mount; Major Smith.

Battery Wood, 1 8-inch rifle, 2 X-inch smoothbores; Major Smith.

Battery Brooke, don't know.

Battery Read, one month ago, had 1 XI-inch smooth, formerly belonging to the rebel ironclad *Virginia*, 1 7-inch rifle, and 1 X-inch smooth.

The next battery is on the opposite side of the river.

Chaffin's Bluff, don't know the armament.

There are 18 torpedoes (50-pounders) anchored abreast of Howlett's, 8 feet under water at high-water mark.

There is now at Battery Wood a captain engaged in planting torpedoes. If it is calm to-night they intend starting 10 torpedoes from Howlett's on the flood tide, so arranged as to anchor themselves nearly abreast Dutch Gap.

The night picket consists of one rowboat from Howlett's.

The rebel fleet consists of the—

Virginia, ironclad; 1 XI-inch smooth, 3 7-inch rifles.
Richmond, ironclad; 4 7-inch rifles.
Fredericksburg, ironclad; 4 7-inch rifles.
Nansemond, wooden; 1 smooth and 1 rifle.
Hampton, wooden; 1 smooth and 1 rifle.
Drewry, wooden; don't know, but not over two [guns].
Beaufort, wooden; 1 32-pounder rifle.
Roanoke, wooden; 1 32-pounder rifle.

JOHN T. WHITLOCK, resident of Norfolk, Va., deserted from Howlett's night of December 22; born in Norfolk; enlisted in Confederate service 19th April, 1861; most of the time at Drewry's Bluff. Has been at Howlett's since 18th of May last. No person has been injured by the fire of the monitors at any time. Don't care for the monitors' fire or straight shots; only fear the mortars, as they come down near and sometimes burst in the mouth of the bombproofs; three or four have done so. Has been coxswain of picket boat near Howlett's since she has been on, about two weeks; 18 torpedoes have been put down in that time, all 50-pounder (percussion). They are anchored in and near the bend under Howlett's, and about 8 feet under water. Lieutenant Can-

non [B. Kennon] put them down. They intend to put ten more in the water the first calm night. They are to be floated by a whisky cask, with a fuze prepared to burn about an hour, and on burning to the end detach the anchor from the cask. They are intended to be anchored near the mouth of Dutch Gap. The battery next the house is called Dantzler—Captain [B. J.] Epes' company—of 150 men; 20 men kept at the battery at night. Plenty of men in the trenches close by. Men discontented.

ISAAC WALLING, private; resident of Keyport, N. J. When the war commenced was mate of the wrecking schooner *Henry W. Johnson*, belonging to Johnson & Higgins, of New York. Came on to Norfolk from Baltimore on business for his captain and was unable to return.

There are two torpedoes, 2,000-pounders, 200 yards below the main battery at Chaffin's Bluff.

Two torpedoes, 2,000-pounders, abreast of the signal station at Signal Hill, the wires to which are said to have been cut by Union soldiers.

Two torpedoes, 2,000-pounders, abreast of the third ravine above Howlett's. Butler burned the station and cut the wires.

Very respectfully,

M. E. WANDELL,
Acting Ensign, U. S. Navy.

Commander WM. A. PARKER,
Commanding Fifth Division.

Correspondence concerning the powder boat U. S. S. Louisiana, exploded near Fort Fisher, N. C., December 24, 1864.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, to express opinion regarding enclosed memorandum.

U. S. ORDNANCE STEAMER BALTIMORE,
Fortress Monroe, Va., November 27, 1864.

SIR: The accompanying papers in relation to the contemplated operations against the forts at Wilmington, N. C., are intrusted confidentially to Captain Alden, commanding the *Brooklyn*, to be handed to you by him for your consideration. They contain all the information bearing upon the subject which the Department has been able to collect, together with a memorandum of the conclusions reached after careful deliberation.

The Department desires your own opinion upon the plan proposed in that memorandum, and the Bureau of Ordnance will render you all the aid you may require in conducting the operations.

By order of the Secretary of the Navy:

I am, sir, your obedient servant,

G. V. FOX,
Assistant Secretary of the Navy.

Rear-Admiral D. D. PORTER, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosures.]

ENGINEER DEPARTMENT,
Washington, November 18, 1864.

It is proposed and considered practicable to destroy Forts Fisher and Caswell or their garrisons by blowing up a large ship loaded with

gunpowder. This ship is to be conducted to the nearest point to the fort accessible to a vessel of her draft of water and there exploded by some fuze or match under control of the parties navigating the vessel to her destination. The expectation and reliance is upon destroying this fort or its garrison by the effects of the blast of an immense quantity of powder, not less than —— pounds, some of which it is proposed to take from damaged supplies now on hand. Such I understand to be the project on which my opinion is desired by the War Department.

Is this scheme practicable and likely to be attended with favorable results? Does it promise such reasonable results as to justify the consumption of so large an amount of our military supplies?

On examining the plans and hydrography about this work and its approaches from the sea, it appears that no vessel drawing 10 feet of water can approach nearer to the fort than 450 yards, to reach which point she must make a circuitous course, exposed to the batteries of the fort. If served with hot shot and shell there is reason to believe she must be set on fire before she can reach the destined position. She may be sunk in attempting to reach her destination, and is liable to self-destruction by the powder being exploded by direct shot or shells from the batteries, or by fire caused by hot shot and shell. Should these projectiles strike and penetrate a wooden vessel, conflagration must follow. It is very doubtful whether men would go on board such a burning ship, so loaded with powder, to extinguish the flames, and if they did so, whether it could be subdued in parts of the ship through which a hot shot might pass and ignite the woodwork, tar, and oakum exposed to such projectiles.

Under such circumstances no other vessel is likely to approach her, either to divert and draw off the enemy's fire, or give assistance in extinguishing the flames. It is possible that naval skill and genius may overcome some of these difficulties, but it is not probable that all of them could or would be surmounted, exposed, as the vessel would be, to quite formidable batteries in the fort, commanded by an officer, Whiting, who is known to possess a knowledge of the efficiency of hot and hollow shot.

Admitting the probability of this vessel being satisfactorily moored at the selected site, nearest to the fort, and that the fuze explodes the powder at the desired moment, we find that the horizontal action of the powder thus exploded, whatever it may be, acts first upon the inclined plane forming the glacis of the fort, composed of a solid mass of earth more than 450 yards in length, and rising gradually to the height of 26 feet above low water.

The armament of the fort is in part behind and below this hill. Back of it, about 60 feet, is a ditch filled with water, the side of which ditch is lined or faced with a masonry wall of 6 to 10 feet thick, behind and against which rises another sand hill, the rampart, to the height of 34 feet above low water, and behind and below which is additional armament of heavy guns. Behind and below this last sand hill (rampart) is the bombproof barrack, the eaves of which are 31 feet above low water and 3 feet below the crest of the rampart, which entirely surrounds this barrack. The walls of this building, occupied as a barrack by the garrison, are 4 feet thick, no part of which can be seen from the water or be struck by any projectile other than that of curved fire.

The blast of a large quantity of powder is relied upon to ascend this sand hill, pass over the ditch, and then descend into the body of the fort, strike and demolish the 4-foot walls of the barrack, and bury the garrison in its ruins. If its power can be relied upon to descend into the

body of the fort, where alone it can injure the garrison who may choose to seek its protection, it would previously have descended into the ditch and there harmlessly expended its force.

I can find no reason to believe that these solid masses or sand hills and massive walls, distant more than 450 yards from the site of the powder explosion, are to be removed or destroyed or in any way injuriously acted upon by the air or atmosphere as a projectile, propelled by the explosion of any quantity of powder.

All our experience goes to show that the atmosphere can only be used as a motive power by condensing it within circumscribed limits and then giving vent to it, as in the air gun, or by rapidly heating it within similar limits, and by sudden expansion act upon a solid in immediate contact, as the Ericsson gun.

To put the air in motion and hope to batter and destroy any solid or substantial structure by any motion we can impart to the surrounding atmosphere is contrary to our belief. The hurricane or tornado, combining the spiral with continued or prolonged action, we know to be capable of destroying vertical opposing surfaces of light structure, but such a continuous, prolonged action can not be given to the atmosphere by any power within the control of man.

The power of the atmosphere put in motion and continued during a moderate breeze is 0.08 of an ounce on a square foot; during a fresh gale it is 5 pounds 3 ounces; during a hurricane it is 31.3 pounds; and during the most violent tornado, which destroys forests and wooden buildings and unroofs others, it is 46.1 pounds per foot, moving with a velocity of 97.5 miles per hour. Such a power, and the greatest we know of from a blast of wind, has never been known to disturb or injure such structures as those we are now considering.

It is hoped to raise a breeze or hurricane at a distance of 450 yards from the object to be destroyed by suddenly and momentarily upheaving the atmosphere at a point, without any means of conducting its force to the desired objects, which force when it arrives at a distance of a quarter of a mile has to be vastly greater than wind or the atmosphere has ever been known to move [exert].

We have some facts connected with the expansive force of gunpowder bearing upon this point. When confined at the bottom of the bore of the gun, say a 42-pounder, its expansive power is about 36,420 pounds on the square inch. Give it, however, an air space of 14 inches or that distance in which to expend its power, and its force is but 15,850 pounds on the square inch; and give it still more space, 42 inches, in which to expend itself, and the force is but 6,470 pounds on the square inch, thus decreasing its expansive power from 36,420 pounds to 6,470, or 29,950 pounds in the short distance of 42 inches, and that in the confined space of the bore of a gun. Again, when the air space is twenty times greater than the space occupied by the powder, the force of the powder is but 1,066 pounds to the square inch. When but ten times greater, it is increased to 2,525 pounds per square inch. And when the powder is equal to half that of air space, the force is increased to 32,200 pounds to the square inch. Where the powder fills and occupies the whole space, without any air space about it, as in an iron sphere (shell) so filled, the force is increased to 113,000 pounds to the square inch.

In the case under consideration the powder occupies the space equal to the hold of a vessel, and that of the air is infinite. Unless, then, we can conduct this expansive force of the powder in the vessel, immense as it may be, by a tube or other means, to the object to be

destroyed, or by means of an immense projectile in contact with the powder, we can expect no result calculated to destroy the garrison, and much less any of the solid ramparts and massive walls distant a quarter of a mile from the center of the power proposed to be used, a power that decreases rapidly with the distance from the object to be overcome.

In all cases to which reference will now be made the projectile force of the powder acting upon solid matters in immediate contact with powder, thus making these solids the projectiles, they (the solids) have been the cause of injury, and in no case has the air been the projectile put in motion by the explosion that destroyed or injured buildings remote therefrom.

The reflux of the atmosphere filling the vacuum suddenly created by exploding the powder has in every case been the cause of forcing open and outward doors, etc., but the motion of translation or propulsion from the explosion through the medium of the elastic vapor of the atmosphere is not perceptible to any injurious degree.

I consider that the explosion of a vessel load of gunpowder at the nearest point it can approach Fort Caswell or Fort Fisher can produce no useful result toward the reduction of those works, and that no such vessels as are proposed to be so loaded can be navigated and placed at the nearest points to these forts, provided the fort is garrisoned and its guns are served with hollow projectiles and hot shot.

Fort Fisher.

Fort Fisher is another work proposed to be destroyed, with its garrison, in the same manner as Fort Caswell. The work is situated on a sand hill about the light-house at the northern entrance into Cape Fear River. It is unlike Fort Caswell in being formed exclusively of earthen or sand ramparts and ditch without masonry, retaining its shape from the slopes given to the parapets, scarps, and counterscarps, with the aid of gabions and other temporary expedients. Our knowledge of it is imperfect, but enough is known to enable us to form as correct a judgment of the effects of the proposed explosion in the open sea in front of it as though we possessed as much detail as in the preceding case of Fort Caswell.

The distance of Fort Fisher from the water is not known with certainty. The light-house situated in this fort, immediately adjacent thereto, was, at the date of our last survey (1856), 440 yards from the water line on a N. 65° E. course, and the nearest point to which a vessel drawing 12 feet water could float was 950 yards on the same course—very nearly double the distance of Fort Caswell, and hence exposed to much less liability to injury from the proposed explosive. All my remarks in relation to the destruction of Fort Caswell are hence applicable to Fort Fisher, modified by this increased distance and diminishing the probability of injuring it or its garrison by the explosion.

I will now give several instances of the explosion of large quantities of gunpowder and the recorded results of effect produced in exemplification of the preceding views:

1st. Explosion of the magazine at Fort Lyon, of the defenses of Washington, on the 9th of June, 1863: The floor of this magazine was 9 feet below the parade of the fort. The space for powder was 64 feet by 7 feet by 7 feet, covered on top with log of 15 inches square by 18 feet long, and above them 8 feet of earth (in thickness). The amount of powder in the magazine was 17,500 pounds in barrels,

besides which there was ammunition prepared for 900 cartridges for 32-pounders, 750 cartridges for 24-pounders, and 500 cartridges for 30-pounder Parrott guns, and about 200 rounds for fieldpieces. The earth over and on top of the magazine was scattered in every direction, principally upward. It fell in considerable quantities at a distance of 400 to 500 yards. Other portions of earth were thrown to the right and left and deposited immediately alongside the outline of the magazine. The logs on top of the powder room were thrown in every direction. Some pieces were thrown to a great distance, in one case 600 yards. The breadth of the cavity in the earth formed by this explosion was about 45 feet on top. The explosion did not affect the other earthwork of the fort to any material extent, although it surrounded this magazine on three sides and not more than 80 feet from the magazine, rising several feet above it. One gun on the rampart was thrown (rolled) into battery and tipped forward with its muzzle resting on the parapet. The loaded shells in the magazine were thrown to various distances, in one case as far as 2,500 yards. The wooden buildings and tents used as officers' quarters, placed near the magazine, were entirely destroyed. At the time of the explosion most of the garrison were in the bombproof, which opens on the front opposite the magazine and about 75 feet from it. All the officers and men therein escaped uninjured. At a house 350 yards from the magazine the glass of the windows was blown violently *in* and the doors *out*. The walls were started *out* and *toward* the *magazine*, in one case more than an inch, while the whole house was settled unevenly on its foundations. Several persons were lifted up and thrown to some distance, in one instance about 150 yards, escaping with very slight bruises, while others sustained scarcely a mark on their bodies.

2d. Another example of the explosion of a depot of powder of recent date occurred at City Point. A canal boat moored alongside the wharf contained all the surplus ammunition, amounting to not less than 8 tons (19,920 pounds), some of it in boxes, which may not all have exploded. There seemed to have been but one explosion. A similar canal boat or barge was moored against and on the outside of the one loaded with powder, etc. The wharf was built on piles. On the wharf was a wooden storehouse one story in height. About 300 feet of this wharf was destroyed. The storehouse was blown down. It contained quartermaster and commissary stores. A loaded railroad train was on the track on the opposite side of the wharf. The engineer was on his engine. Neither the train, engine, nor engineer were injured. Across the railroad, about 165 yards from the explosion, stood some light wooden buildings, sutlers' tents, etc. All of these were blown down or so much injured that they were torn down. Several persons were killed in and around these buildings. Fragments of the boat were thrown some 500 yards of a size and with a velocity sufficient to kill a man. My informant was in his tent about 550 yards from the explosion. He felt the shock very sensibly, but received no injury except from pieces of projectiles. A small boat alongside the barge next to the one blown up contained several men. The boat was capsized and some of the men slightly injured. No case of injury to any individual could be found except struck with some projectile.

3d. An explosion occurred in July, 1848, on board a schooner at the levee opposite the city of New Orleans, loaded with 656 boxes of ammunition and other boxes of ordnance stores.

It took place after 141 boxes of the ordnance stores had been unloaded and reshipped on board a steamer alongside the schooner,

destroying the schooner, killing one, and wounding another man on board.

No injury was done to the several other vessels in the immediate neighborhood, to the steamer alongside, nor to the buildings on the shore.

4th. In the vicinity of New York two instances of explosions are within my recollection.

The one, a powder magazine, near the navy yard at Brooklyn, which exploded about the year 1807, throwing pieces of the building over into the city of New York and about the city of Brooklyn, producing no injury, so far as I can now ascertain, to buildings by the explosion of the powder.

The second case occurred about 1830. The steam frigate *Fulton*, the first vessel of this character ever built (finished and in service in 1814), was injured by the explosion of her magazine while moored on the flats at the navy yard. The quantity of powder on board was small, and although enough to destroy much of the vessel, it did no injury to surrounding objects. The vessel had timber sides several feet thick, floated on two hulls, with water wheels between them.

5th. At Du Pont's powder factory, near Wilmington, Del., there have been numerous explosions from time to time. The injury done beyond the immediate locality of the mill or depot has been from fragments of the building in which the powder was stored or being manufactured, and no material injury from concussion or blast of powder.

6th. The recent test of the XX-inch gun at Fort Hamilton, near New York, was another instance where the effect of blast of powder was observed with a charge of 125 pounds of powder. Men were stationed directly on the line of fire, distant about 75 feet from the muzzle, and screened by the river bank that rose about 20 feet above their heads and about 28 feet below the level of the axis of the gun prolonged. They experienced no inconvenience from the blast.

7th. Referring to European experience, I may call your attention to the depot magazine of the French army at the siege of Sebastopol in the Mamelon Vert in 1855. It contained 15,400 pounds of powder. It occupied the center of the work, was sunk below the parade, and made bombproof above and around by earth and logs similar, in most respects, to that of Fort Lyon. It formed a crater extending to the limits of the terre-plein of this small work, but did no material injury to the rampart, or even the parapets. Two batteries, distant 50 yards from the center of the magazine, were injured. One hundred and forty men were killed and wounded, some by the first effect of the explosion, others by the masses of earth, stone, and timbers that were carried a considerable distance. Beams were thrown inside the Russian lines.

8th. In 1840 the English and Turkish fleets bombarded St. Jean d'Acre, blowing up an extensive arsenal within the limits of the defenses. It was situated in the ditch, with ramparts on each side, about 50 feet from the building. The explosions formed an extensive crater, extending under the two ramparts, making a breach in each of them, and killing and wounding about 1,600 men at the moment of the explosion on the rampart adjacent to the arsenal.

The quantity of powder in this extensive building could not be ascertained, although it was known to fill the building, with some exposed in the courtyard in the open air. The mass of stone, earth, and timber appears to have caused the death of the troops.

9th. We have numerous instances of the blowing up of ships of the line, as the French admiral's ship off Aboukir and of the Turkish admiral's ship at Navarino, where destruction of the ships was entire

and complete, but no effect is known or supposed to have followed from the explosion of the gases acting upon the surrounding atmosphere.

10th. The square tower of Brescia, 70 feet high and 18 feet "out to out," was destroyed in 1769 by the explosion of gunpowder stored within it as a magazine, containing at the time 160,000 pounds (French) of powder.

Within a radius of 100 toises 190 houses were destroyed; within a radius of 300 toises 500 houses were greatly injured, 308 persons were killed, and 500 wounded. A stone weighing 150 pounds was thrown 1 Italian mile. The walls of this building were 4 feet 9 inches (French) thick. It was two stories high, separated by a masonry arch.

11th. A magazine exploded during the siege of Almeida, Spain, containing 150,000 pounds (French) of powder. The cathedral, distant 165 meters, was destroyed; 500 inhabitants were buried in the ruins of the adjacent buildings. The French trenches were filled with the ruins, and large masses of stone and pieces of the heaviest caliber were thrown in the country over the ramparts. Three-quarters of this small town within a radius of 200 meters was destroyed. The trenches were at the time from 600 to 800 meters distant. The fortifications of the place, however, were uninjured. The city contained about 1,500 inhabitants.

12th. In October, 1864, on the south bank of the Thames, between Erith and Woolwich, two powder magazines and two barges loaded with powder exploded, killing 8 or 9 persons and wounding others. The quantity of powder in the largest magazine (Hall's), of 50 feet square, on two floors, was 750 barrels, and in the smaller one (Lowood's), of 28 feet by 48 feet, were 90 barrels, and in the two barges then at the wharves 200 barrels, making the total quantity exploded about 104,000 pounds.

The two magazines were 135 feet from each other, situated on the edge of the river, immediately behind the dike. The two barges were moored alongside the wharves or jetties, one of which projected into the river 122 feet and the other 120 feet. Connected with these two magazines were three cottages occupied by workmen and their families. One of them (Raynon's) was 71 yards from Hall's magazine; another, occupied by York, was 70 yards, and the third, occupied by Silver, was 50 yards from the Lowood magazine. These two magazines and three houses situated as above were upon a tract of 20 acres of ground, and the only buildings within a mile of the disaster. There were three distinct explosions—the first on board the barges, which tore asunder the large magazine, which latter caused the smaller one to explode. Of these magazines not a single stone remained upon one another. The barges were split into fragments and hurled in the air. The embankment was destroyed, forming a crater of 75 feet in length and 30 feet deep. Raynon's cottage was entirely destroyed, himself and son were killed; his wife and daughter were dug out of the ruins alive. Silver's cottage was in ruins. In it a child was killed. Silver himself was at the back door and thrown down by the first explosion, but not hurt, while the house was destroyed by the second and third explosions. He was dug out of the ruins. No damage was done beyond the 20 acres on which the magazines and houses were built other than breaking some panes of glass and doors. The shock was felt more or less throughout London, distant at the nearest point about 15 miles, and some statements give the distance as great as 40 and 50 miles to which it was felt. These facts were sworn to before the coroner's jury.

A magazine a quarter of a mile from those blown up was uninjured. The storekeeper and four workmen were in this magazine at the time.

The second explosion knocked them down and a piece of iron fell through the roof. Another magazine lay at a distance of a quarter of a mile further off, and a Government magazine 1 mile, to which no injury was done. These facts sworn to as above.

RICHD. DELAFIELD,
General and Chief Engineer.

CHARLES A. DANA, esq.,
Assistant Secretary of War.

Confidential.] WASHINGTON ARSENAL,
Washington, D. C., November 18, 1864.

SIR: The proposition which was under discussion last evening, viz, the destruction of the enemy's defensive works by means of exploding large masses of powder near them appears to me to resolve itself into three parts:

1st. The probable effect of such an explosion on the enemy's works.

2d. The disposition of the powder on board of the vessel.

3d. The means of igniting it.

1st. The amount of powder, I understand, has been fixed at 200 tons, and the distance at which the explosion is to take place will be about 100 yards from the object. If these conditions are fulfilled, I think the work will be seriously damaged by the explosion of its principal magazines, and the traverses and bombproofs may be shattered or overturned. It appears to me, however, that there will be great difficulty in getting so near the object if the enemy are vigilant, even in the darkest night. A few light balls will be sufficient to light up a space of several hundred yards in front of the enemy's works, and the offensive operations will be clearly seen by [the] enemy and the powder vessel will become an easy mark for his heaviest guns before it can be brought into position.

2d. The greatest explosive effect is produced by powder when it is confined in a space equal to its own volume. The powder to be used, therefore, should be taken out of the barrels and placed in a timber box just sufficient to hold it. A box of 19 feet linear dimensions, I think, will be large enough to contain 400,000 pounds or 200 tons; or an oblong box 10 feet high, 20 feet wide, and 32 feet long will suffice to contain it. The effect of the explosion would be the greatest, I think, if this box be placed above and near the surface of the water, or nearly on a level with the object. It would be well to have the powder box well covered up with sand bags as a protection against the enemy's fire, and to confine the gases until the combustion is more nearly completed than it would be if fired in the open air or under ordinary pressure.

3d. It strikes me that the best means of firing the powder would be one of Beardslee's magneto-electric machines, which he has devised for this purpose. Two or three such machines might be usefully employed, acting independently of each other, to make the explosion more sure.

The little attention and thought which I have been able to give this subject, and the absence of all practical experience in the effect of such explosions, will, I fear, make my opinion of little practical value. Such as it is, you are welcome to it.

Yours, truly,

J. G. BENTON,
Major, Commanding.

Captain H. A. WISE,
Chief of Bureau of Ordnance, U. S. Navy, Washington, D. C.

NAVY ORDNANCE YARD,
Washington City, November 23, 1864.

No direct experiments have ever been made on this subject with powder in an unconfined state, though there are many records of its effects as produced in mines.

In recalling the effects of various accidental explosions we may, however, have some means of comparing its effects.

First, as most completely authenticated, are the explosions occurring before Sebastopol during the siege; two of the service magazines in the French batteries, one containing 4,000 pounds, the other 3,000 pounds of powder, exploded, killing a few men, stunning some others, but doing no damage to the guns and but little to the batteries. A still greater explosion of English magazine containing —— pounds caused a much wider spread damage, but produced no direct effects beyond a radius of 250 yards. Very considerable damage was caused at great distances by the secondary effect of the explosion of many live shells thrown to [a] distant place and there exploding.

Secondly, the great explosion at Erith. Here, as before, the intense effect was essentially local, and no damage produced except to buildings beyond a quarter of a mile. Even individuals distant half a mile suffered no ill effects.

In short, the lateral effect is very limited, except upon vertical surfaces, and here it appears to be principally produced by the reaction of confined air as evidenced by the fact that glass of windows and all walls beyond the immediate vicinity always fall toward the point of explosion.

For these reasons I do not consider that any serious damage can be produced beyond 500 yards by the quantity proposed. If attempted it should be placed in a vessel of light draft and stored above water, the force increased as much as possible by a covering of sand bags, and these again with live shells to obtain as great a secondary effect as possible. The most certain mode of causing the explosion would be by the use of several wires, using several of Beardslee's machines. In addition, half a dozen arrangements depending on clockwork should be made to determine an ultimate explosion in the event of a failure of the wires. Finally, the vessel could always be blown up by firing at her after daylight.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant-Commander, in charge Executive Department.

Commander H. A. WISE,
Chief of Bureau of Ordnance.

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NOVEMBER 23, 1864.

To consider the foregoing papers and discuss the subject generally, Mr. Fox, on the evening of the 23d instant, assembled the following-named officers at the residence of Captain Wise: General Dyer, Colonel Maynadier, Major Benton, Lieutenant-Commander Aulick, Lieutenant-Commander Jeffers, Lieutenant-Commander Ives.

The following propositions were submitted and discussed seriatim:

1. To explode on board a vessel 300 tons of gunpowder for the purpose of destroying either Fort Fisher or Fort Caswell.

2. How near would it be safe for the operator to be who explodes the powder?

3. The manner of producing the explosion: Shall it be done by Beardslee's or some other battery, or by the Gomez or other fuze?

4. How shall the powder be stowed? What the character of vessel?

5. What would be the effect upon persons in the fort not injured by falling timber, stones, etc., at a distance of 800 yards?

6. Suppose 300 tons were exploded in a vessel on shore (aground) at Federal Point, what would be the effect upon the earthworks on that point and the people in them?

Proposition 1.—The discussion began with a question by General Dyer, that supposing the explosion *is* effected, will we gain the advantages sought?

Mr. Fox explained, in substance, that if the explosion will deprive the people in the forts of all power to resist for a period of two or three hours, ample time will thereby be afforded for the fleet to pass. The Navy must therefere be ready to move forward immediately, using light-draft vessels to lift torpedoes, etc.

The principal object in view is to silence and destroy or occupy the forts, and thus get command of the mouth of the [Cape Fear] River and put an end to all blockade running. This will place Wilmington in the same condition as Mobile. The possession of Federal Point will give us the key to the whole position. The contemplated draft of the powder vessel will be 12 feet, and her nearest approach estimated at 450 yards.

The discussion of this first proposition naturally entered into that of all the others, and was followed during the entire interview.

Proposition 2.—The answer agreed upon to this was, that a safe distance for the operator would be 5 miles.

Proposition 3.—In considering this the probabilities of failure were kept in view, and it was remarked that the Beardslee apparatus experienced difficulties in its operations at Norfolk in removing piles. It was finally decided, however, to make use of several of these machines, with separate and distinct wires leading to different parts of the mass of powder, and at the same time to use the Gomez fuze and several arrangements of clockwork in order to insure an ultimate success.

Proposition 4.—In relation to this the conclusion reached was that the powder should be stowed as much above water as it could be with due regard to the safety of the vessel; to be put up in sacks or bags of 100 pounds each and placed in separate bins communicating with each other, the bins to be lined with tin, hermetically sealed and surrounded with bags of sand on the outsides and top.

The vessel should be a large steamer of light draft, accompanied by a small tug to bring off the crew.

Proposition 5.—The answers to this were of course only conjectural, but the opinion was that the explosion would lift the covering of the bombproofs and have a demoralizing and great physical effect upon the garrison.

And this proposition, in connection with the direct question embraced in proposition 6, was thus answered:

That the explosion would injure the earthworks to a very great extent, render the guns unserviceable for a time, and probably affect the garrison to such a degree as to deprive them of power to resist the passage of naval vessels by the forts and the carrying of these works by immediate assault.

Finally, it was unanimously decided that, taking into consideration the great importance of the question, and the advantages to be derived from a successful result as compared with the outlay of means necessary to make the experiment, the effort should be made by exploding a mass of 300 tons of gunpowder in a vessel as near the earthworks on Federal Point as it may be possible to do.

Letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, regarding proposed plan.

GOSPORT [NORFOLK] NAVY YARD, *December 8, 1864.*

SIR: I propose running a vessel drawing 8½ feet (as near to Fort Fisher as possible) with 350 tons of powder, and exploding her by running her upon the beach outside and opposite Fort Fisher. My calculations are that the explosion will wind up Fort Fisher and the works along the beach, and that we can open fire with the vessels without damage.

Now, I want all the information to be obtained whether an 8 or 9 foot vessel can get close to Fort Fisher from the outside, and how close and whether she can get close from the inside by crossing the bar.

The object is to get the vessels with the powder as close to Fort Fisher as possible, and if it can be done from the outside, there will be no danger of the crew not escaping, or of the vessel grounding outside the bar before she gets to the desired spot. I want a line run with Fort Fisher bearing W. ½ S. on to the beach, and obtain for me the exact soundings. It would suit me exactly if I could place the powder vessel in the position marked on the chart* I herewith send you, which chart is confidential.

Let me know if you have a pilot I can depend on to take the powder vessel over the bar in case we can't beach her near the fort on the outside.

Have all the information you can get ready by the time I go down. I send Sub-Assistant Bradford, of the Coast Survey, to you, who will do the work; afford him all facilities. I send down two calcium lights, one for each bar, and a man to show you how to work them.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander PEND. G. WATMOUGH,
Senior Officer off New Inlet.

[Telegram.]

WASHINGTON, *December 8, 1864—10:45 a. m.*

Inform Lieutenant-Commander Jeffers that the powder steamer is now in New York and will probaby reach Hampton Roads on next Saturday evening or Sunday, and to carry out my views in regard to the powder as far as practicable.

H. A. WISE,
Chief Bureau.

Captain BERRIEN,
Commandant Naval Station.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Sheer, U. S. Navy, to guard the U. S. S. Louisiana.

NORFOLK NAVY YARD, *December 9, 1864.*

SIR: Move your vessel near the *Louisiana* at Craney Island and keep guard over her until she leaves, after which return to your station.

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* Not found.

Exercise great vigilance as regards boats visiting this vessel, and allow none to go on board of her before reporting to you.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master T. W. SHEER,
Commanding U. S. S. Wyandotte, Norfolk, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rhind, U. S. Navy, regarding powder for the U. S. S. Louisiana.

HAMPTON ROADS, *December 10, 1864.*

SIR: The commander of the *Sassacus* has been directed to leave with the *Louisiana* in tow the moment the wind subsides and endeavor to get to Beaufort before the offshore wind changes.

When you get to Beaufort you will find there two schooners with 90 tons of powder on board in cylinders. You will transfer it to the canvas bags now on board the *Louisiana*. The names of the schooners are *William Allen* and *M. Small*. Captain Davis has received orders to give you every assistance in filling the powder, and you will call on any commander there, who is directed to give you anything you want in the way of men or material.

Every hour is of importance, and I hope that no time may be lost.

Don't get the vessel too deep, though I am axious that she should have the 300 tons on board, or nearly that. Her depth, though, must be taken into consideration first.

When you have finished filling the powder on board cover the loading ports with canvas, painted and battened, and every other place about the vessel where water may get in. If scupper plugs have not been put in, have it done before you leave Beaufort.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commander A. C. RHIND,
U. S. S. Agawam.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rhind, U. S. Navy, to proceed in the U. S. S. Sassacus to Beaufort, N. C.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will proceed without delay on the duty assigned you in the *Sassacus* to Beaufort, N. C. The *Sassacus* will tow down the *Louisiana* to that place. After her arrival there you will proceed to fill her up without delay and be ready to leave there at a moment's notice. Look out she is not too deep, though she will only leave there in very smooth water. Call on any commanders there for volunteers to make up the number of officers and men required and call on them for boats or any thing that you may require for the success of the expedition.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander A. C. RHIND,
Commanding U. S. S. Agawam, Norfolk.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Sassacus, to proceed to Beaufort, N. C., towing the U. S. S. Louisiana, loaded with powder.

HAMPTON ROADS, *December 11, 1864.*

SIR: You will take in tow the U. S. S. *Louisiana*, loaded with powder, and take her down to Beaufort, N. C. If you apprehend danger to her in towing her across the bar at that place, you will signal for the tug there and make her tow the vessel in, when you will follow. Have her anchored in a safe place within the harbor and keep a watch over her. When the steamer has arrived with the powder to go in her, you will give all assistance in loading her without delay.

Have a strict watch kept that no vessel lies near her, and moor head and stern there yourself, not to take up too much room. Be careful if you meet with a heavy head sea to keep the vessel in a position that will make her roll as little as possible.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant Commander J. L. DAVIS,
Commanding U. S. S. Sassacus, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Chase, U. S. Navy, to proceed to Beaufort, N. C., in command of the U. S. S. Louisiana.

HAMPTON ROADS, *December 12, 1864.*

SIR: You will proceed at once to take command of the *Louisiana*, now lying at Craney Island, and proceed with her to Beaufort, N. C., the *Sassacus* towing her. You will permit no fire to be lighted on the *Louisiana*; no cigars to be smoked in any part of the vessel.

If a gale of wind should come on and you find a difficulty in the *Sassacus* towing you, you will have to get up steam and proceed off Beaufort, N. C. Take a pilot there and go in; await further orders. A great deal depends on the success of getting this vessel to Beaufort and you must guard against any accident as you approach Beaufort. Keep your lead going and give the shoals a good berth.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master [WHITMAN] CHASE,
U. S. S. Wabash.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Chase, U. S. Navy, regarding officers and men not required on the U. S. S. Louisiana.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, December 12, 1864.

SIR: As soon as Captain Rhind assumes command of the *Louisiana* you will see that all the officers and men not required by him do return to their respective vessels and will apply for a tug for that purpose.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Master CHASE,
Commanding U. S. S. Louisiana.

Additional order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Sassacus.

HAMPTON ROADS, VIRGINIA, *December 12, 1864.*

SIR: Time flies. You must get the *Louisiana* underway at daylight. If the officers who are to go in her are not on board, you must leave them.

See that the proper persons are on board to take care of her and send them, if necessary, from your vessel.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JOHN L. DAVIS,
Commanding U. S. S. Sassacus.

Report of Lieutenant-Commander Davis, U. S. Navy, regarding the delay in the departure of the U. S. S. Louisiana.

U. S. S. SASSACUS,
Off Craney Island, December 13, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of this date, and would respectfully state that the delay in starting with the *Louisiana* has not been occasioned by any want of dispatch on my part. She was not ready until now, as reported by Lieutenant-Commander Jeffers to Commander Rhind. I will at once (9:30 a. m.) take her in tow and carry out your orders in regard to her.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Detailed instructions from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Beaufort, N. C., December 17, 1864.

SIR: You will proceed without delay to New Inlet and there take charge, as usual, and will explain to the commanders what is expected of them.

A vessel will be in readiness to communicate with you when the powder vessel is approaching, when you will make some signal that will excite no suspicion, to send the bar vessels offshore not less than 12 miles. This signal you will arrange yourself—two red lights held over the side—and keeping the vessels close together, would be a good plan. I want nothing done to excite suspicion, but the bar tenders to run in as usual near sunset. Tell the commanders to be particular and let the steam run down (when they get to the distance of safety) for fear of damage to the boiler by the explosion.

Keep one good tug or steamer ready to take the boats of the *Louisiana* in tow, when the officers and men leave the vessel. She must lie at a short distance (not over a mile) from shore, or just far enough not to be seen by the rebels.

You will have a very fast-pulling boat prepared to lie close in, on a line with Fort Fisher, bearing W. ½ S.

Mr. Bradford, of the Coast Survey, will go in the boat and place her where the *Louisiana* can run for her.

Prepare a box with lid to hold a red lantern, well trimmed. The boat will show this lantern in a box in a direction the *Louisiana* will come from, being particular never to turn it on shore. Have a boat compass or a heavy compass in the boat, and two dark lanterns to read the courses by.

When the *Louisiana* has passed Mr. Bradford's boat, he will obscure his light, keeping it ready to show again. He will then pull out about 200 yards and wait for the party from the *Louisiana*, who will pull in his direction.

When the boats arrive, he will show his light in the box to the steamer or tug, which will flash a red lantern quickly, the boats continuing offshore.

No time is to be lost in getting underway when on board the steamer, and as Captain Rhind will know by his watch what time the explosion will take place, the steam can be run down to suit the occasion. At the same time, moderate steam should be carried from the start and the boilers not pressed. The whole thing must be done coolly and systematically.

When the explosion takes place, all vessels will be prepared to fall into the different lines of battle marked on the chart. The reserves will be under the direction of Commander Rolando, in the *Keystone State*.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander P. G. WATMOUGH,
Commanding U. S. S. Kansas.

Instructions of Rear-Admiral Porter, U. S. Navy, to the senior officer off Western Bar, Cape Fear River, regarding plan of attack.

OFF BEAUFORT, N. C., *December 17, 1864.*

SIR: A vessel filled with powder will be sent in under Fort Fisher and exploded. You will, after receiving this, run off every night, after it is dark enough not to let the enemy see that you are gone. Make all the vessels you have run off at least 12 miles as fast as they can go, and then let their steam run down so that the concussion will not affect the boilers.

Place your vessels in a position where they can cut off a blockade runner attempting to go in or out—that is, spread them out in line from abreast the Frying Pan Shoals to the westward while anticipating an explosion, which will take place in the dark of the moon.

Don't run inshore and lessen the distance I have mentioned, but rather increase it. Be particular to let steam go down until the moon is up and there is no longer any possibility of the powder vessel going in. Be in at the bar again at daylight, not to excite suspicions of the enemy, and to let them know you are still vigilant. Do this every night until the explosion takes place, and when that does happen you will come around at once to the east bar, New Inlet, with all the vessels except the *Eolus* and *Nansemond*, which will be left to watch the bar and see that

nothing gets out while we are attacking the forts. I send you a plan of the attack. You will give each commander one as far as they will go, and if there are not enough, explain to those who do not get them, or let them take a rough sketch that will answer. As you come around get the vessels in line of battle as marked on the chart, and let them all report, by hailing, to Commander Rolando, who, in the *Keystone State*, will lead the reserves into such a position as I may assign them.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

SENIOR NAVAL OFFICER,
Off Western Bar, Cape Fear River, North Carolina.

Detailed instructions from Rear-Admiral Porter, U. S. Navy, to Commander Rhind, U. S. Navy, in charge of U. S. S. Louisiana.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., December 17, 1864.

SIR: You will proceed, when ready, with the *Louisiana*, under your command, to the east bar, New Inlet, and place the vessel as close to Fort Fisher as the water will permit, even to running her on the beach. When she is there she is to be exploded by means of clocks, slow matches, etc., which have been furnished you, at such time as in your judgment may seem best.

I have furnished you with all the means at my disposal, and which you have required, to make this thing successful; you have had all the arrangements of the preparations, and if successful the credit will be yours. Great risks have to be run, and there are chances that you may lose your life in this adventure; but the risk is worth the running, when the importance of the object is to be considered and the fame to be gained by this novel undertaking, which is either to prove that forts on the water are useless or that the rebels are proof against gunpowder. I have studied this matter very fairly and impartially, taking opinions from all the lights of science (and making due allowances) and eliciting such important facts as have a real bearing on the case.

I do not anticipate such a dreadful earthquake as some suppose will take place (destroying everything), nor do I think the effect will in any way be mild.

I take a mean between the two, and think the effect of the explosion will be simply very severe, stunning men at a distance of three or four hundred yards, demoralizing them completely, and making them unable to stand for any length of time a fire from the ships. I think that the concussion will tumble magazines that are built on framework, and that the famous Mound will be among the things that were, and the guns buried beneath the ruins.

I think that houses in Wilmington and Smithville will tumble to the ground and much demoralize the people, and I think if the rebels fight after the explosion they have more in them than I gave them credit for.

I do not, however, anticipate injury to any one over 2½ miles, though I have taken every precaution in my general orders to prevent any accident by removing the vessels to such a distance that they will be in perfect safety. This, however, should not influence you in your arrangements, and it is desirable that the vessel should explode as soon after landing her as your safety will permit. It would not do to have the rebels put a shot through her water line, as it would destroy more than

two-thirds of the powder. In this you must consult your own opinions of what is necessary for the safety of the party with you and the chances of their getting out of the range of danger. I would suggest by all means that fuzes and clocks be not depended on, but that a fire be lighted in the stern of the vessel (the last thing you do on leaving), taking care that it be so regulated that it will burn, not too quickly, but will burn effectually. There may be something yet unthought of that will affect the clocks and fuzes, but there will be no mistake in a fire.

I would also suggest that too high steam be not carried on going in, and that the fire doors be left open and the safety valve fitted properly to lift when high steam gets on; otherwise the boilers may explode and destroy all our work. I do not think it a good plan to have the propeller working when you leave the vessel, as in a case of a rise in the water and sweeping her bow out the powder vessel might chase you to sea again, and though not overtake you, turn the laugh on us. The best plan will be to let go a light kedge from the end of the bowsprit or cutwater. I would not advise running her hard onto the beach, as that may bilge her. She is flat-bottomed and will stick fast enough if run up easy, provided the beach is smooth, which is likely to be the case with the wind S. W.

Now, the danger of bilging and spoiling all the powder suggests to me the plan of anchoring in case of a surf close under the fort. The vessel can not then be boarded without boats, or the fires put out and the vessel scuttled, all of which might happen if landed upon the beach with a sea running on. It is smooth, I believe, at New Inlet with the wind N. by E. round to S. W. going around west.

I have nothing more to say but to wish you and those with you a happy termination of this experiment. I expect more good to our cause from a success in this instance than from an advance of all of the armies in the field. If we succeed it is a mere matter of who has the most powder, and as I believe it is generally conceded that we are better supplied than the rebels, we can blow them into submission. The names of those connected with the expedition will be famous for all time to come.

You and the officers with you have been selected for your coolness and ability to perform what is required, and I have every confidence that you will do all that men could do under the circumstances.

Time is a great element to success in these operations, and the state of the weather induces me to hope that we will know the effect of your powder by to-morrow night, and be in posssession of the forts early on Monday.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander A. C. RHIND,
In charge of U. S. S. Louisiana, Beaufort, N. C.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Butler, U. S. Army, regarding readiness for the attack

AT SEA, *December 18, 1864.*

GENERAL: The powder vessel *Louisiana* has gone in to attempt the explosion. The weather looks threatening. The wind may haul to the west, but it is not likely. The barometer is high, yet the weather does not please me.

In case of an easterly gale my vessels will rendezvous under Cape Lookout, where yours also will find perfect shelter. In case you land at Masonboro Inlet, which you can only do with northwesterly or westerly winds, will you not want vessels to cover you? I have vessels detailed to cover all landing parties. The powder vessel is as complete as human ingenuity can make her; has 235 tons of powder, all I can get, though she would not have carried much more.

I propose standing in the moment the explosion takes place and open fire with some of the vessels at night to prevent the enemy repairing damages if he has any.

We have an army signal officer on board, and if you have one, we can communicate freely.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General B. F. BUTLER,
Commanding, etc., Steamer Ben De Ford.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding a request for postponement of the explosion of the U. S. S. Louisiana from Major-General Butler.

FLAGSHIP MALVERN,
Beaufort, N. C., January 11, 1865.

SIR: I have to report that in obedience to your order I went on board the *Ben De Ford* on the evening of the 18th ultimo and informed General Butler that the powder vessel would be exploded that evening, and that you would be ready to follow it up at daylight in the morning by an attack with the fleet. General Butler, upon discussion of the matter with General Weitzel and Colonel Comstock, directed General Weitzel to call upon you and request a postponement of several days, and I so heard General Weitzel state it to you in your cabin.

I have also to state that as soon as possible thereafter, the *A. D. Vance* carried in the orders countermanding the explosion and to direct the powder vessel to return to her anchorage.

Respectfully, your obedient servant,

K. R. BREESE,
Fleet Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rhind, U. S. Navy, in charge of powder vessel.

DECEMBER 19, 1864.

CAPTAIN: It is desirable that your taking the vessel in should be done at a time when there is little or no surf, so that the army can land on the beach without difficulty. You will not go in and blow the vessel up until it is smooth. The wind having hauled S. W. and going round to N. W., we may have a smooth time to-night, but I leave it to your discretion; only remember that we must give the army no cause to say we went to work without giving them a chance to land.

Respectfully, your obedient servant,

[DAVID D. PORTER,]
Rear-Admiral.

Commander A. C. RHIND.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas, to be in readiness for immediate action.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, at Sea, off New Inlet, December 23, 1864.

SIR: Have everything ready for the powder boat to-night, for go in she must. Send Pilot Bowen on board the *New Ironsides.*

Let me know what those explosions were yesterday and day before. I attack in the morning.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander P. G. WATMOUGH,
Commanding Kansas.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Tacony.

FLAGSHIP MALVERN,
Off Wilmington, December 23, 1864.

SIR: I think you had better move in near this ship until dark, as you can see the lights better. Hoist the flag at the fore, as suggested, and the lights at night, and carry out all the wishes of Commander Rhind.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander W. T. TRUXTUN,
Commanding Tacony.

You can't be seen here from the shore.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rhind, U. S. Navy, in charge of powder vessel.

AT SEA,
New Inlet, December 23, 1864.

SIR: You must make your arrangements to go in to-night, unless the gale comes on again. I shall go in and attack to-morrow. Make your arrangements with Captain Watmough and don't fail me. The tug *Moccasin* is at your disposal to communicate with Captain Watmough. Let him have plenty of lights over his stern.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander A. C. RHIND.

Additional order from Rear-Admiral Porter, U. S. Navy, to Commander Rhind, U. S. Navy, in charge powder vessel.

OFF WILMINGTON, N. C., *December 23, 1864.*

SIR: The moon shines at 3:25. I would like the explosion to take place at 2 a. m., or as near to that as possible, that the rebels may have

as little time to rebuild as possible, but if there is likely to be anything to prevent the explosion at the above time let her go in when it suits you. Don't forget to build a good fire, for that is certain, and will prevent the rebels boarding her.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commander A. C. RHIND, U. S. Navy.

Report of Commander Rhind, U. S. Navy, in charge of powder vessel Louisiana, regarding the explosion.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Wilmington, December 26, 1864.

ADMIRAL: I have the honor to make the following report of the special service assigned me in connection with your attack on the defenses at New Inlet:

In obedience to your order of the 23d instant, the powder boat was taken in that night as near to Fort Fisher as possible, the distance reached being estimated by all officers present at from 250 to 300 yards from the beach. Owing to the night being perfectly clear it became necessary to anchor her there to prevent discovery by the enemy and consequent frustration of the plan. Had the night been obscure, she could have reached a point about 150 yards nearer.

The vessel, though having steam, was towed in and piloted by the *Wilderness* to a point within a short distance of her station, when the *Widerness* hauled off and remained near to take off the party from the powder boat. The arrangements and movements of the *Wilderness* were in charge of Lieutenant R. H. Lamson, of the *Gettysburg*, assisted by Mr. J. S. Bradford, of the Coast Survey, and Mr. Bowen, bar pilot, the local knowledge and judgment of these gentlemen being of the greatest service to me in perfecting all the arrangements and carrying out the plan successfully. The party on board the *Wilderness*, commanded by Acting Master H. Arey, shared with us whatever of risk or danger attended the enterprise.

Our arrangements being completed, we started in from the station vessel, the *Kansas*, Lieutenant-Commander Watmough, at about 10:30 p. m. At about 11:30 the *Wilderness* cast off the powder boat and anchored, the latter steaming slowly ahead until she reached a point E. by N. ½ N. from Fort Fisher, and within 300 yards of the beach. The wind was light offshore and it was expected the powder boat would tend to the tide if anchored. The anchor was accordingly let go, the fires hauled as well as possible, and the men put into the boat. Lieutenant Preston and I then proceeded to light the fuzes and fires. The latter were arranged by Second Assistant Engineer Mullin.

When all was fairly done, we observed that the vessel would not tail inshore, and therefore let go another anchor with short scope. We then took to the boat and reached the *Wilderness* in safety at precisely midnight, slipped her anchor, and steamed out at full speed, reaching in less than an hour a point about 12 miles distant from the powder boat, where we hove to and ran our steam down.

At precisely 1:40 a. m. the explosion took place, the shock being hardly felt, and four distinct reports heard. What result was occasioned near the vessel we can only estimate by the feeble fire of the forts next day. My opinion is that owing to the want of confinement

and insufficient fuzing of the mass much of the powder was blown away before ignition and its effect lost.

The fuzes were set by the clocks to one hour and a half, but the explosion did not occur till twenty-two minutes after that time had elapsed, the after part of the vessel being then enveloped in flames.

The following officers and men manned the powder boat: Commander A. C. Rhind, Lieutenant S. W. Preston, Second Assistant Engineer A. T. E. Mullin, Master's Mate Paul Boyden, Frank Lucas, coxswain; William Garvin, captain forecastle; Charles J. Bibber, gunner's mate; John Neil, quarter gunner; Robert Montgomery, captain afterguard; James Roberts, seaman; Charles Hawkins, seaman; Dennis Conlan, seaman; James Sullivan, ordinary seaman; William Hinnegan, second-class fireman; Charles Rice, coal heaver.

The crew were all volunteers from my own vessel, the *Agawam*. The zeal, patience, and endurance of officers and men were unsurpassed, and I believe no officer could have been better supported. To Lieutenant Lamson, Mr. Bradford, and the officers and men of the *Wilderness*, we are indebted for the means of escape, and from the first start from Norfolk we have received every desired assistance. The vessel was towed to Wilmington Bar by the *Sassacus*, Lieutenant-Commander J. L. Davis, who gave us at all times a cordial support. The *Tacony*, Lieutenant-Commander Truxtun, sent us a relief crew after the gale; both vessels furnished us a boat.

Very respectfully, your obedient servant,

A. C. RHIND,
Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports explaining cause of postponement of operations.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., January 11, 1865.

SIR: In addition to the evidence I have already sent you in my No. 13, I beg leave to enclose a communication from Lieutenant S. W. Preston, who was close in to the bar on the night of the 18th December. I had directed the powder vessel to proceed in that night, and she was on her way when General Weitzel came on board with a request from General Butler that I would wait a few days, so that the *Louisiana* could be blown up later in the night. I accordingly dispatched Lieutenant-Commander J. H. Upshur, in the *A. D. Vance*, to carry orders to stop the party and to tell them not to go in until a day or two later. The *A. D. Vance* found the powder boat and delivered the order, the party having returned with the vessel, finding the time unpropitious. It was very fortunate that the expedition was stopped, for a heavy surf was found to be rolling on the beach, and the next day, the wind freshening from the southward, a landing was perfectly impracticable.

Mr. Bradford, of the Coast Survey on the night of the 18th, went in close to the beach to reconnoiter and found the surf so heavy that he came near being capsized.

No boat of any kind could have gone on the beach without being destroyed by the breakers.

On the next day it was even worse, and the surf increased until the gale was at its height.

The beach was never fairly smooth until the afternoon and night of

the 24th and the morning of the 25th. All the troops could have landed at that time had they chosen to do so, for I offered them all the facilities in my power, which were ample.

I enclose you the reports of Lieutenant Preston and Mr. Bradford; they will put at rest any assertions (from whatever quarter they may come) that any favorable time for landing was lost.

It will no doubt be finally urged that it was intended to surprise the rebels, and that by not starting on the day the troops were first put on board the transports, when it was raining and blowing hard, and there was every indication of a long spell of bad weather, we lost the chance of a surprise.

We don't often surprise the rebels; there are too many leaky people who participate in our secret movements. Shipping a large force in transports and lying six days at Fortress Monroe, from whence the rebels obtain all the information they desire, is not the way to surprise the rebels. It was published everywhere that a large expedition was going somewhere, and the rebels knew what it was for.

If General Butler wanted to do the thing with a dash and surprise the rebels, or get in before reinforcements could arrive, why did he ask me by sending General Weitzel and Colonel Comstock to delay the powder vessel a few nights longer, so that the explosion might take place near daylight?

It was delayed at his request, but I attribute no delay from that, as we could have done nothing until the 24th. He was not on the ground with his transports on that day, which he should have been.

In a large expedition like this, when heavy and slow-moving frigates and monitors have to be looked after, light transports (that can go in and out of harbors and get protection almost everywhere) should always be the subordinate party; their movements must be governed by those of the navy vessels, and unless some serious reason exists, the transports and military force should always be on hand to take advantage of anything that turns up. Here they were away at the very time they should have been landing, and the reason given for their being away was the want of water. They stopped also to get coal, having used up a large portion of the naval supply.

I believe I have gone over everything to show that no charge of delay can be laid to the Navy, or that any officer in the squadron is to blame for the nontaking of Fort Fisher.

I may have taken unnecessary trouble and been premature. I should, perhaps, have waited till the attack was made on the Navy. That is not a good rule in making war. I shall fight just as readily in defending the Navy against its traducers as I would against a rebel, and I think it a wise precaution on the present occasion to give the Department information about every movement of the late expedition.

No one can make a good case out of the late failure, no matter how clever the special pleading may be.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., January 10, 1865.

SIR: In obedience to your order requesting information regarding the movements of the powder ship, I have to report that the powder

in the *Louisiana* was all stored and fuzed and everything ready for sea on the morning of Saturday, December 17, but on account of the southerly wind and consequent coast swell, which had prevailed ever since our arrival at Beaufort, she did not start for New Inlet until the following morning, December 18.

When we left Beaufort early that morning it was nearly calm, though we found upon getting outside that there was still considerable swell on. A little later in the forenoon a breeze sprung up from the eastward and continued steady but light from that direction throughout the day, freshening toward night.

On arriving off Fort Fisher, just after dark, we proceeded to make the necessary arrangements for running the powder ship in that night, the tide serving us about 9 o'clock.

At the appointed hour we left the *Kansas* (our range light), preceded by the *Wilderness*, which had our pilot on board. As we approached the shore the *Kansas'* light disappeared. Soon after the lights on the Mound were put out and the pilot deemed it unadvisable to take the vessel in with so much swell on the bar without the aid of landmarks, which the disappearance of both range lights had deprived us of.

Considering the uncertainty of getting the vessel into her proper position, close in, by the compass and lead alone, and it being very evident from the heavy surf rolling on the beach (it was then breaking in 3 fathoms) that the troops would be unable to land the next day, Commander Rhind decided to stand offshore and not blow the vessel up until the following night. Soon after passing the former anchorage of the *Kansas* we discovered the *A. D. Vance* standing inshore and signaling us. On communicating with her, we received an order from you, addressed to Lieutenant-Commander Watmough, of the *Kansas*, directing him to communicate with Commander Rhind, and, if not too late, prevent the explosion of the powder ship that night, stating that General Butler had requested you to have the explosion postponed, as he did not think it would be possible to land the troops through the surf next morning.

On the following day the gale commenced, and no favorable opportunity offered for the explosion and subsequent debarkation until the night of December 23.

I have the honor to be, your obedient servant,

S. W. PRESTON,
Lieutenant, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

FLAGSHIP MALVERN,
Beaufort, N. C., January 10, 1865.

SIR: In obedience to your request that I would give you my opinion in writing of the feasibility of landing in boats on the beach above New Inlet on the evening of the 18th of December last, or on the following day, I have the honor to make the following statement:

I find from the journal of the powder party, which it was part of my duty to keep, that on the night of the 18th the wind was N.E. by E. and freshening. There was quite a sea running and every appearance of heavy weather. Lieutenant Lamson and myself occupied an hour in endeavoring to communicate with the *Kansas*, *Sassacus*, and *Wilderness* by means of a boat. These vessels were certainly not over 400 yards apart (the *Kansas* and *Sassacus* much nearer to each other) and our

communications with the latter-named vessels did not occupy us over six or eight minutes in all. Although we had a fine boat, pulling six oars, it was with great difficulty that we could make headway against the sea. The roar of the surf could be distinctly heard, both on the beach to the northward and on Caroline Shoals. We were at this time about 3¼ miles from the nearest point of the beach.

I am certain that I am correct in my statement of the time occupied in pulling between those vessels, as I noted it at the moment, that it might be entered on the journal.

In my opinion, an attempt to land in boats upon the beach on the night of the 18th, or on the following day, would have ended in total failure, and probable loss of life to all concerned in it. No boat would have lived after it had once reached the rollers.

I am, sir, very respectfully, your obedient servant,

J. S. BRADFORD,
Sub-Assistant, U. S. Coast Survey.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Beaufort, N. C.

Additional report of Commander Rhind, U. S. Navy, regarding explosion of powder vessel.

U. S. S AGAWAM,
Navy Yard, Norfolk, Va., February 2, 1865.

ADMIRAL: In obedience to your order of 23d ultimo, I have to make the following report as requested in the communication of the Bureau of Ordnance dated January 10, a copy of which you enclosed me:

The powder boat *Louisiana*, exploded near Fort Fisher on the morning of December 24, 1864, was turned over to me at Craney Island, Norfolk, on the 13th December by Lieutenant-Commander Jeffers, who had been sent down, I understood, to superintend the arrangements of the vessel. When I went on board, expecting to leave at once with her in tow of the *Sassacus*, I found the cargo stowed full up to the tops of the hatches of the berth deck, and powder in bags stowed also in that part of the vessel (marked "F" on the sketch)—the after part of the house, which had been extended over her. The method of adjusting the fuzes and clockwork was explained to me by Lieutenant-Commander Jeffers. No part of the fuze used was circulated through the parts of the vessel already stowed (marked "N" and "E"), and it was impossible to place it there without breaking out the cargo. On the arrival of the vessel at Beaufort, [N. C.], about 30 tons more powder were put in her, making in all about 215 tons, as much as the vessel could carry without being too deep in the water. Lieutenant Preston and I gave our personal superintendence to the stowage of that portion of the cargo and placed the fuzes with our own hands.

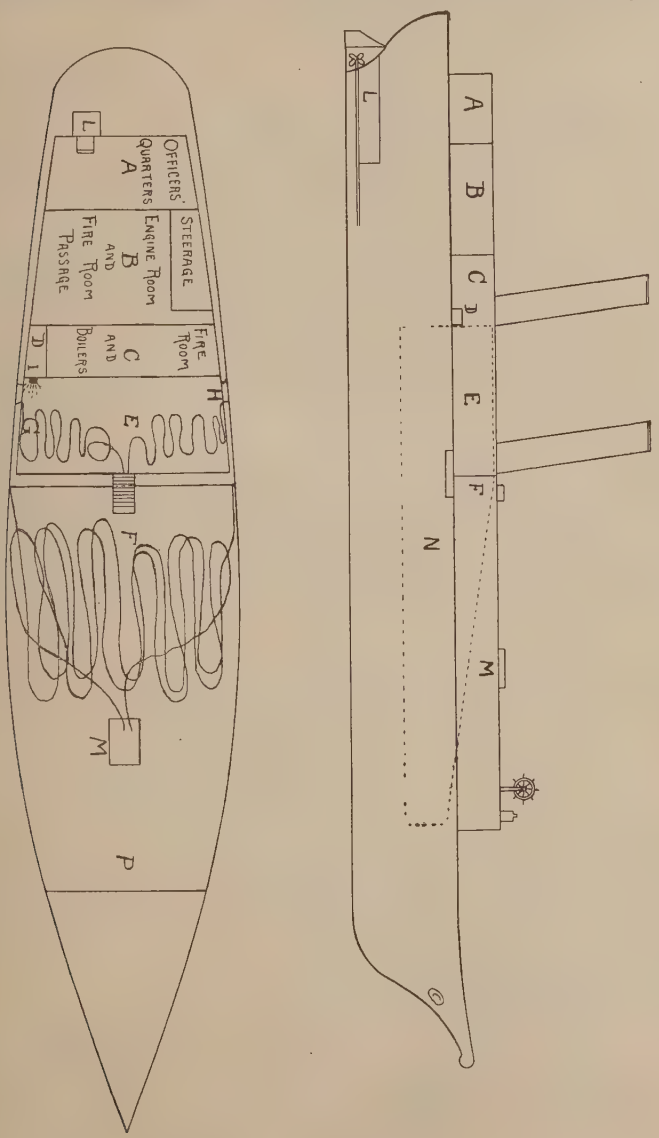
The stowage of the cargo and arrangement of the fuzes are best explained by reference to the accompanying sketch.

Had the Gomez fuze been circulated, as it should have been, through the cargo of the hold or berth deck, the effect of the explosion would doubtless have been increased.

As to my impression of the results and the effect produced, I stated in my report to you of December 26 that owing to the want of confinement and insufficient fuzing of the mass, that much of the powder was blown away before ignition and its effect lost.

As to the effect on the works on shore, I am of opinion that it succeeded only in stunning the garrison, rendering them temporarily unfit for duty, and possibly displaced a few of the guns.

I never entertained, while undertaking to execute the plan, the idea that its effect would be great on the fort itself. The facts called for in regard to the manner of executing the plan are detailed in my report



of December 26. By referring to that and to the annexed sketch* of

* For other drawings of the U. S. S. *Louisiana*, see report of the Joint Committee of the Conduct of the War, Fort Fisher Expedition, pp. 245, 248; also Official Records of Union and Confederate Armies in the War of the Rebellion, Atlas, plate LXVII.

the vessel, I think all necessary information that I can give will be obtained.

Should there be any points not sufficiently explained, I will be happy to furnish any information on their being indicated to me.

Respectfully, your obedient servant,

A. C. RHIND,
Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

The powder was stowed within the dotted lines "E" "M" "N," the space "N," representing the berth deck, was stowed full up to the hatches, "F" and "M," the lower tier said to be in barrels with heads out, upper tiers in canvas bags. The space "F" "M," being the forward part of the extension of the deck house, was only partially filled, the powder in canvas bags. The space "E" was entirely filled with powder in bags as far as the bulkhead of the passage "F." A clock with two ends of Gomez fuze was placed at each end of the passage "G" and "H," one fuze leading through the bags in "E" and inserted through them and into bags in the hold at "F," each side; the other circulated through and in the bags in the space "F" "M" "P" crossed, married, and inserted in opened bags in the hold "M." In the space "D" (formerly cook house) was placed another clock at "I," with the fuze inserted in cut bags in the space "E," reached by cutting through the double bulkhead. A fuze with five pieces of candle was led from "D" into "E." In the space marked "L," at the end of the shaft alley, was stowed pine wood and kindling. No fuze was circulated through the space marked "N." The explosion did not take place until one hour and fifty-two minutes after the clocks at "G" and "H" were started. The clocks were set to explode the fuze in one hour and a half.

Letter from the Chief of Bureau of Ordnance, Navy Department, to Rear-Admiral Porter, U. S. Navy, requesting detailed reports from officers.

BUREAU OF ORDNANCE,
Navy Department, January 10, 1865.

SIR: The Bureau desires that you will direct the officers who were in charge of the powder boat recently exploded near Fort Fisher to forward to the Bureau a full and detailed statement, but secret and confidential, of all the circumstances connected with the arrangement of the powder, the fuzes, and other appliances intended to secure a uniform and simultaneous explosion, together with the manner in which the plan was executed, and their impressions of the result and the effects produced.

This information is desired as early as practicable.

I am, sir, your obedient servant,

H. A. WISE,
Chief of Bureau.

Rear-Admiral D. D. PORTER, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, off Wilmington, N. C.

Letter from the Chief of Bureau of Ordnance, Navy Department, to Lieutenant-Commander Jeffers, U. S. Navy, requesting detailed statement regarding the preparation of the U. S. S. Louisiana.

Confidential.] BUREAU OF ORDNANCE,
Navy Department, January 11, 1865.

SIR: The Bureau desires that you will forward a full and detailed statement, but secret and confidential, of the manner in which the powder boat *Louisiana* was prepared for service against Fort Fisher, stating clearly the manner in which the powder was arranged, the fuzes, clockwork, matches, and electric wires were adjusted to produce the explosion, previous to your leaving her and returning to Washington.

I am, etc.,

H. A. WISE,
Chief of Bureau.

Lieutenant-Commander W. N. JEFFERS, U. S. Navy,
Ordnance Yard, Washington.

Letter from Chief of Bureau of Ordnance, Navy Department, to Major Rodman, U. S. Army, requesting a statement regarding the preparation of the U. S. S. Louisiana.

Confidential.] BUREAU OF ORDNANCE,
Navy Department, January 11, 1865.

SIR: In order that all the facts connected with the recent experiment made against Fort Fisher may be placed upon record, the Bureau requests that you will furnish it with a full statement of the manner in which the *Louisiana* was prepared for the service, the adjustment of the fuzes, clockwork, matches, or electric wires, and the amount of powder placed on board, up to the time when you left her and returned to Washington.

A description of the manner in which the fuzes were laid is especially desired.

Your communication on the subject is to be considered secret and confidential.

I am, sir, etc.,

H. A. WISE,
Chief of Bureau.

Major T. J. RODMAN, U. S. Army,
Washington, D. C.

Report of Lieutenant-Commander Jeffers, U. S. Navy, regarding the preparation of the U. S. S. Louisiana.

NAVY ORDNANCE YARD,
Washington, D. C., January 16, 1865.

SIR: I herewith forward a description of the explosion vessel *Louisiana*, with all the arrangements made by Major Rodman and myself, in accordance with the directions of the Bureau, and opinion of the ordnance and other officers who were consulted with regard to the probable effects of the explosion on Fort Fisher, and the means of causing it to take effect.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Inspector of Ordnance, in Charge.

Commander H. A. WISE,
Chief of Bureau of Ordnance, Navy Department.

[Enclosure.]

Preparation of the vessel.

The iron gunboat *Louisiana*, a propeller of 295 tons burden, 150 [145.2] feet long, 22 [27.32] feet beam, and 8.1 feet depth of hold, 8 to 8½ feet draft when loaded, formerly employed in the Atchafalaya cotton trade, was selected and was in every respect suitable for the purpose, except (as was subsequently found to be the case) in capacity for carrying the desired quantity of powder on the given draft.

She was taken to Norfolk, her battery and appurtenances, masts and part of the deck house removed, leaving only sufficient to shelter the officers, men in charge, the berth deck and holds cleared of fittings, and, in short, all unnecessary weights removed.

The engines, boilers, and coal bunkers, with 40 tons of coal, occupied the after third of the vessel, separated by a bulkhead from the remainder. Before putting the powder on board the vessel was very much by the stern.

The space below the spar deck available for stowage was divided by a bulkhead extending athwart the vessel, forward of the boiler bulkheads, into two parts—one, the after hold, used formerly as an additional coal bunker, about 15 feet in length, 22 feet wide, and 10 feet in depth from the spar deck to the keelson, accessible by a hatch 4 feet square; the space forward of this, formerly the berth deck, about 40 feet long by 22 feet wide and 4½ feet deep under the beams, with a hold beneath it of the same dimensions. Access to this was obtained by a hatch of 4 by 5 feet.

A small store room and chain locker occupied the extreme bow of the vessel.

After her masts and fittings were removed a house was built on deck, occupying the extreme width of the vessel, 22 feet, and 70 feet in length, extending aft over the hold and apparently over the boiler, 8 feet in height. This house was built of three-quarters inch stuff, covered with canvas, painted to render it waterproof, a light grating laid over the spar deck to protect the powder in case of leakage, and battens or furring put around the sides to prevent contact with the iron sides.

I requested, and I was joined in this by Major Rodman, that large scuttles should be cut in the deck at the forward end of this house, communicating with the berth deck. This was considered unnecessary, but I bored some holes instead.

It was stated that the *Louisiana* could carry on 8½ feet draft 290 tons of coal in addition to her armament, stores, and crew, which, if correct, would permit the stowage of 300 tons of explosive material on the same displacement, and for which it will be readily seen there was ample room.

Stowage of the powder.

In order to produce the greatest possible effect in a lateral direction it was necessary to keep as much of the powder as possible, consistent with stability and safety at sea, above the water line. No powder was, therefore, stowed in the hold beneath the berth deck. The berth deck was filled with powder stowed in bags (sand bags obtained from the engineers) containing about 50 pounds each. About 100 tons were placed on this deck.

The after hold or coal bunker was stowed first with two tiers of full barrels, with their upper heads out, and the stowage completed with

bags. The barrels were put in in order to keep the bags well up out of reach of any dampness in case of leakage.

The remainder of the powder put on board at Norfolk, making in all 185 tons, was stowed against the after bulkhead of the deck house, and filled the space over the boiler, extending as far as the hatch to the after hold or coal bunker, leaving about four-fifths of the space in the deck house empty.

When this quantity of powder had been stowed, it was decided that the vessel was quite as deep as desirable for making the voyage to Beaufort; furthermore, the weather, which had been very unsettled, appeared favorable for the voyage, and it was determined to sail without the remainder, which was to be put on board there. I have no information with respect to the quantity afterwards put on board.

In the evening, before the vessel sailed, I was advised of the names of the officers who were to take charge of her, and the next morning went on board the *Louisiana* to explain to them the proposed arrangements, when they shortly appeared.

As, according to the programme, the trains were to be laid in the upper outer layer of bags in the deck house, none of which were stowed when the vessel left Craney Island, the execution of this part was confided to the officers (Commander Rhind and Lieutenant S. W. Preston) who were to take charge of her. All of these details were as fully explained as the limited time allowed me would admit; the clocks put in position, a rough diagram of the vessel and a written description of the proposed mode of laying the trains furnished.

I did not know until the evening previous to the sailing of the vessel who was to command her; and I used my own discretion, knowing that any desired changes could be readily made to suit any other views.

Mode of exploding the powder.

When the probable effects of the explosion were under discussion, it was the unanimous opinion of the experts in ordnance that, to produce the maximum effect, the fire should be communicated and the explosion take place in many points simultaneously, all the accounts of accidental explosions of large quantities of powder agreeing that large quantities of unconsumed powder were blown away from the focus of ignition, causing a great reduction of effect.

Electricity was proposed as offering the most probable means of securing this result; but as this agent is known to be very unreliable in action, it was determined to use several clockwork arrangements, a a slow match, and finally to set the vessel on fire to insure an ultimate explosion, and not bestow so large a quantity of material on the enemy in the event of a failure of one or more of the modes of exploding it.

The arrangement of the clockwork being confided to me, I made a very simple one. Removing the face and hands of an ordinary marine clock, I secured to the arbor of the minute hand a small cylinder with four pins set into the circumference, and equidistant; that is, fifteen minutes of time apart. Three clocks were thus arranged. These clocks were secured to a board; by the side of the clock a copper tube was secured, in the bottom of which was brazed a mass of metal with a common musket cone screwed into it, to be capped with a percussion cap.

A grapeshot—weight, 2 pounds; diameter, 2.5 inches—was attached to one end of a piece of catgut, which was led through an eyebolt at the top of the tube, and hooked by a loop in the other end, over one of the pins on the clock cylinder. It is easy to see that by the revolution of the cylinder the loop would slip off, the grapeshot drop, and the

explosion of the cap take place in fifteen minutes, thirty minutes, forty-five minutes, or sixty minutes, as desired; this it never failed to do in many trials. I frequently set the three clocks going, and the explosions occurred within two minutes of each other at the end of an hour. To determine the time of explosion, it was only necessary to put the loop over the proper pin, remove a stop, and set the apparatus in motion.

Major Rodman arranged with great care, and after numerous experiments, to insure safety and certainty, the slow matches, six in number, which were to be distributed in as many places.

Arrangements made to insure simultaneous ignition in several points.

In the event of the electricity failing, the clocks were to be the next dependence; it was therefore necessary to so distribute them that in case the vessel was boarded from the shore they could not be conveniently reached; and also to lead the flame rapidly to many points.

This, it was proposed to accomplish by the aid of the "Gomez fuze train," which is incomparably quicker in its action than the flame of gunpowder, approximating electricity.

From each clock and each slow match this train was to be laid through the exterior layers of bags in the deck house and into each hatch; and, in order to secure this simultaneous ignition in many places, the fuze train from each of the clocks was to be grafted into the other fuze trains from each of the other clocks at all points of crossing.

By the report of Admiral Porter it would appear that the powder was finally exploded from the effects of a fire kindled in the forecastle. No results of value were to be expected from this mode. It was proposed only as a final resort in order to prevent the vessel in any contingency from falling into the hands of the enemy. It was certain that the greater portion of the powder would be blown away if ignited in a single point, and the effect very much diminished.

The three explosions spoken of are readily accounted for—the deck house, the after hold, and the berth deck would take fire in succession if ignited at one point.

I can not in any way account for the failure of the clocks, if set to the proper time, except on the supposition that possibly the turn on the cylinder may have been taken the wrong way, and instead of unwinding they wound up the balls.

I am not aware that any attempt was made to use the electric wire, but it was not favorably considered by those charged with the execution of the plan. Mr. Beardslee, who was to undertake this matter, came to Norfolk, made himself acquainted with the requirements, and returned to New York to obtain the necessary means, but had not reached Norfolk when the vessel sailed.

A part of the programme required that the vessel should be grounded, which appears not to have been the case. No very sanguine expectations were entertained of a successful result unless the vessel could be placed within 300 yards, and then only after all the precautions had been taken to insure a maximum effect.

Letter from Major Rodman, U. S. Army, to the Chief Bureau of Ordnance, Navy Department, regarding the preparation of the U. S. S. Louisiana.

WATERTOWN ARSENAL, *January 27, 1865.*

SIR: Yours of the 24th instant, enclosing for my perusal and remarks thereon the statement of Lieutenant-Commander William N. Jeffers

relative to the preliminary preparations of the powder boat *Louisiana*, recently exploded near Fort Fisher, N. C., is received, and said statement has been by me carefully read and considered.

I find this statement correct in all particulars, so far as I know, and my knowledge extends to everything therein stated relative to arrangements for explosion, except the instructions given by Lieutenant-Commander Jeffers to the officers in charge of the powder boat.

Experiments connected with the preparation of the slow match at the Fort Monroe arsenal required me to be, the greater part of my time, at that arsenal. These experiments having been so far completed as to enable me to decide definitely as to the arrangement of this means of explosion, it was arranged that Lieutenant-Commander Jeffers and myself would, on the 12th of December, go on board the powder boat and there meet the officers charged with its explosion and explain to them all the means and their arrangements proposed by us [to] insure a certain and successful explosion.

I went to the powder boat at the appointed time, but found that the officers charged with its explosion were not there. I then went on board the steamer *Baltimore* and saw Lieutenant-Commander Jeffers, who informed me that the bay was so rough that the proposed meeting had been postponed till next day. I started over the next morning from Fort Monroe, and on the way, in sight of the powder boat, met and boarded the steamer *Baltimore*, coming down, when Lieutenant-Commander Jeffers informed me that he had been on board the powder boat and fully explained to the officers charged with its explosion all the means and arrangements proposed by us for that purpose; that they fully understood the whole matter, and that the powder boat was then getting underway, so that I was not present and can not, therefore, of my own knowledge, say what explanations were given.

Lieutenant-Commander Jeffers and myself came directly down on board the *Baltimore*, went on board the flagship of Rear-Admiral Porter, and explained to him the exact state of the case, with which he expressed himself entirely satisfied.

While Lieutenant-Commander Jeffers and myself were still on board the flagship, the powder boat passed out to sea in tow of another vessel.

I am decidedly of the opinion that the effect of the explosion would have been materially increased if the powder had been ignited by the Gomez fuze train, as was proposed, and I have no doubt that Lieutenant-Commander Jeffers offers the true explanation of the three explosions heard.

I am, etc.,

T. J. RODMAN,
Major of Ordnance.

H. A. WISE,
Chief of Bureau of Ordnance, Navy Department, Washington, D. C.

Statement of Commander Rhind, U. S. Navy, in contradiction of evidence given by Major-General Butler, U. S. Army, before a committee of Congress.

NEW YORK, *November 16, 1865.*

SIR: In the published report of the committee of Congress on the conduct of the war I find certain evidence of General B. F. Butler recorded which, as it presumes to question the proper performance of a duty assigned me, I can not suffer to go abroad uncontradicted. A reckless disregard of the character and reputation of officers (especially of the

Navy) and of the truth manifests itself in various parts of General Butler's testimony. Had I been made aware that the proposition to employ the powder vessel as a preliminary to the attack on Fort Fisher was originated by General Butler, or that he expected such remarkable results from it, I should have required, as a condition on undertaking so hazardous a service (unsought by me), that General Butler or some one of his then numerous attachés should have accompanied the party.

My report of the conduct of the affair was very brief, as the admiral and officers of the squadron were well aware that the duty was in all respects properly performed. Had I known that it would be criticised by those far from danger I would have enlarged the report and appended to it the written testimony of Lieutenant Preston, my assistant, and other officers with me in the powder boat and in the *Wilderness*, her convoy. Most of these gentlemen are still in service, and to them I refer for the substantiation of what follows from me.

On page 31, volume 2, of the document headed "Fort Fisher Expedition," I find the following:

Question (by Mr. Loan, member of committee). How near was the powder vessel to the fort when it exploded?

Answer (by General B. F. Butler, he being at the time of the explosion at or near Beaufort, distant 60 to 70 miles). I do not know, and I do not believe anybody on our side does. The powder vessel was a steamer; her machinery was reported out of order, or else they were so afraid of her that they did not dare to get up the steam, and they towed her in. The proposition was to beach her within 250 yards, but they did not do that; they anchored her and set her on fire. I know she could have run within 500 yards of the fort. We were all very much surprised to find how near that shore we could lay. Our transports, toward the last of our landing, lay within 100 yards of the beach. The powder vessel might have been beached within 150 yards of the fort, but it was not beached. It was anchored, and I do not believe within two-thirds of a mile of the fort.

Now for facts. The machinery of the powder boat was not reported out of order. Steam was raised on her on the 18th December, a few hours after leaving Beaufort in tow of the *Sassacus*, and she was constantly under steam from that time until the morning of the 24th December, when she was exploded, riding out meanwhile a heavy gale, with her officers and crew on board. The vessel was slow and deep in the water, and a swift tug was provided to bring off the party in the powder boat when used. That tug—the *Wilderness*, Acting Master H. Arey, commanding—had on board Lieutenant R. H. Lamson, Mr. J. S. Bradford, assistant, Coast Survey, and the pilot. To secure a proper position for the powder boat without loss of time, it was determined that besides using her own steam the *Wilderness* should pass a line to her, thereby preventing the separation of the vessels in the night and the powder vessel drifting from her course. The plan of anchoring her was adopted by common consent as the best, and was suggested by Admiral Porter. She was accordingly anchored within 300 yards of the beach, abreast the fort, Lieutenant Preston and all officers present concurring in the distance named. The *Wilderness* having cast her off at a sufficient distance to prevent herself being seen, the powder boat steamed in unaided to her station. Arrangements were made to veer her in 90 fathoms closer after anchoring, which 90 fathoms would have put her stern in the breakers, if she could float so far without touching bottom. Owing to the undertow the vessel did not swing so as to enable us to veer the 90 fathoms. She was therefore made secure at the distance first named (i. e., within 300 yards of the beach, abreast the fort), by letting go another anchor after the fuzes and fire had been started some minutes. The fire was started as a last resort to make the explosion certain if the fuzes failed, and was so placed in the extreme end of the shaft alley

that it was not expected to reach the powder until after the clocks failed, and doubtless would not had the clocks been suitable for the purpose. General Butler expresses surprise to find how near the beach the transports could lay when landing the troops. The troops landed nearly 2 miles above the fort, and where no shoals extended. The beach is what is called steep to the northward of the shoals at the entrance of New Inlet, and a vessel can approach and float till beached.

I regret that the committee did not do me the justice to summon me to reply to the evidence of General Butler. The following officers will support my statement, so much at variance with that of General Butler: Lieutenant R. H. Lamson; Mr. A. T. E. Mullin, assistant engineer; Mr. J. S. Bradford, Coast Survey; Acting Master Arey, commanding the *Wilderness;* Mr. Paul Boyden, acting ensign, and the officers and crews of both vessels. All of these gentlemen, as well as Admiral Porter and his fleet captain, are aware of the opinions of Lieutenant Preston, my assistant, as to the distance reached from the fort and the complete performance of the duty.

In reporting the distance* the powder boat was anchored from the beach, I carefully abstained from understating it. The opinion of other officers was that 250 yards was the extreme. It also appears (on page 255 of the report) that my report of the stowage and arrangements of the vessel was submitted to Lieutenant-Commander Jeffers, the officer detailed by the Ordnance Bureau to superintend the stowage of the craft, and, on page 250, that he (Lieutenant Jeffers) accounts for the failure of the clocks on the supposition that "possibly the turn on the cylinder may have been taken the wrong way."

The stowage of the vessel was not properly completed when I went down in the *Sassacus* to take her to sea from Norfolk, and I was obliged to spend some time that morning restowing and securing the powder in the deck house The clocks were common marine deck timepieces, altogether unfit for an experiment of that magnitude. As to the idea expresssd that the turns may have been taken the wrong way, it is not worth notice. I was obliged to have the clocks altered at Beaufort to adapt them to the motion of the vessel, and before placing them finally, tested them, with the aid of Lieutenant Preston. Whether the vessel was blown up by the fuze or the fire is a matter of no consequence as far as [the] reputation of the officers who conducted the explosion is concerned. The following extract is from a letter to me, signed by Admiral Porter, dated December 17:

> I would suggest, by all means, that the fuzes and clocks be not depended on, but that a fire be lighted in the stern of the vessel.

And again:

> Now, the danger of bilging and spoiling the cargo suggests to me the plan of anchoring; in case of a surf close under the fort the vessel can not then be boarded with boats and the fires put out and the vessel scuttled, all of which might happen if landed on the beach with a sea running in.

And again, December 23:

> Don't forget to build a good fire, for that is certain, and will prevent the rebels boarding her.

Minutes from the log of the *Wilderness*, kept during these occurrences and signed by Mr. J. S. Bradford, of the Coast Survey, now in

*A Coast-Survey map gives the position of the U. S. S. *Louisiana* at time of explosion about 250 yards E. by S. from the N. E. angle of Fort Fisher and 75 yards from shore. An Army-War-Records map gives the position 830 yards N. E. of the N. E. angle of Fort Fisher and 140 yards from shore.—COMPILERS.

my possession, show that "the *Wilderness* cast off the powder boat at 11:40 p. m.; that the powder boat anchored at 11:55 p. m. (thus steaming ahead fifteen minutes after leaving the *Wilderness*), the fort bearing W. by S. ½ S., breakers on shore and embrasures of the fort plainly in sight."

In justice to my comrades and to me, I respectfully ask authority to publish this statement, or at least place copies of it in the hands of the Committee on the Conduct of the War.

Very respectfully, your obedient servant,

A. C. RHIND,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding diagram showing position of the U. S. S. Louisiana.

NAVY DEPARTMENT, *February 3, 1865.*

SIR: Is it not possible to ascertain by soundings the exact position of the wreck of the torpedo boat *Louisiana?* Please have an effort made, and, if successful, furnish the Department with a diagram showing the position in its relation toward Fort Fisher, etc.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Fort Fisher.

Report of Rear-Admiral Porter, U. S. Navy, regarding the impossibility of locating the wreck of the U. S. S. Louisiana.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 13, 1865.

SIR: I have the honor to acknowledge the receipt of your communication in relation to ascertaining the position of the wreck of the late powder boat *Louisiana*. I doubt if that is possible, for the explosion must have thrown all the machinery (which was mostly above the water line) far out of the way, and the hull must have been so completely broken up that it could not possibly be found.

Amidst the great number of wrecks on the bar it would be impossible to detect anything that could be relied on to designate the exact point where the *Louisiana* was blown up. There could be no mistake, though, in the bearings and soundings, and the vessel's position is marked on the plan of battle. If doubt exists in the mind of anyone about the effect of powder exploded in the open air, I think the doubt would be put to rest on witnessing the effect of the terrific explosion that took place in Fort Fisher the day after its capture. I suppose there were at least 60 tons of powder in the large magazine when it blew up. There was no damage done to anything in or about the fort, except to the magazine, which was blown to pieces. All the bomb-proofs stood uninjured; no gun carriages were even moved or broken, though many of them were shattered by shot. Only the men on or

near the magazine were killed; those at a distance of 100 yards were not stunned or injured.

The magazine at Fort Caswell had even more powder than Fisher, being the main depot for all the surrounding works; but even there the damage inflicted was not so great as one would suppose. One whole side of the interior part of the brickwork was blown down, but only one casemate seemed to have been affected by the explosion or explosions, for the powder (besides what was in the magazine) was distributed in mines in different parts of the work. Nearly all the guns were uninjured, nor were they moved, and the work was in a good condition to be defended for a long time.

I doubt myself the expediency of making any more experiments like that tried in the *Louisiana*.

I don't know but that it is just as well that the one in question did not have the effect intended, as the experiment hereafter might be tried on us, who have so many forts accessible by water.

I have no doubt that all the powder in the *Louisiana* ignited, for the fire which finally exploded the vessel reached the Gomez fuze first, which fuze was led all over the vessel through powder bags and down into the hold, and we know that its effect is instantaneous. The fuze ignites at the rate of a mile in five seconds (about). One hundred and fifty fathoms would ignite in two seconds, perhaps sooner. Nothing but electricity could produce an instantaneous explosion of a large mass of powder.

Some of the troops that were landed on the first expedition said they had heard "that the garrison were partly stunned by the explosion," but on closely questioning those who were employed in the fort at the time I could not find that anyone experienced any ill effects from the explosion. The shock was represented as being heavy, but nothing more.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract Log of the U. S. S. Wilderness.

December 18, 1864.—Acting Master Henry Arey in command. From 8 to meridian: Lying at anchor off New Inlet. U. S. S. *Cherokee* arrived; reported the fleet outside ready to come in at sunset. At 9 a. m. the army transport *Ben De Ford* arrived and anchored near us. At 1:45 p. m. the *Kansas* got underway and stood to the westward. At 2:30 the *Gettysburg* arrived. At 2:50 *Kansas* made signal to come within hail. At 3 spoke the *Kansas* and Lieutenant Commanding R. H. Lamson came on board and took command of [this] vessel for the purpose of going in with the powder boat *Louisiana* and bringing off Commander Rhind, his officers and men, after the vessel should have been placed in the desired position and arrangements made to secure the explosion. Sent on board of the *Gettysburg* all of the officers and crew except Acting Master Arey, Acting Ensign B. O. Low, Acting Ensign Hull, Acting Second Assistant Engineer Anderson, and Acting Third Assistant Engineer Robinson, and enough men to handle the vessel. Made all necessary preparations for the service. Soon after dark the

Tuscarora came in between the *Kansas* and the shore, showing a bright white light. Got underway and warned her off. *Kansas* at anchor on the range, showing a white light for the guidance of the *Louisiana*. At 7:45 p. m. the *Louisiana*, in tow of the *Sassacus*, made her appearance near the *Kansas*. Weather thick, wind N. E. by E., freshening. Lieutenant Commanding Lamson and Mr. Bradford went on board from the *Kansas* and communicated with Captain Rhind and Mr. Preston. Arrangements having been perfected, they returned on board this vessel, which had returned from warning off the *Tuscarora*, and we immediately steamed up to the *Louisiana* and reported all ready. Were directed by Captain Rhind to lie by the *Louisiana* until she was ready. At 9:30 p. m. Captain Rhind reported all ready. About the same time the *Kansas*, whose lights were to have guided us in running in (probably thinking that we had reached the beach), burned a white and green light and hauled down her white lights. At 9:50 made the Mound light. Captain Lamson hailed the *Louisiana*, and it was agreed with Captain Rhind that we should make the attempt to go in by the bearing of the Mound light. This vessel started in accordingly, followed closely by the *Louisiana*. At 10 p. m. the Mound light disappeared, and being now without a range light of any kind and the night being very thick, it was the unanimous opinion of Captain Rhind, Captain Lamson, Mr. Bradford (Coast Survey), Captain Arey, and Mr. Bowen (pilot) that it would be impossible under the circumstances to place the vessel on the beach in the desired position. The attempt was therefore abandoned for to-night. Steamed out to the eastward until 12 midnight and anchored in 10 fathoms close to the *Louisiana*. At 11:40 p. m. communicated with the *A. D. Vance*, Lieutenant-Commander Upshur, who gave us a dispatch for Captain Watmough directing him (if possible to communicate with Captain Rhind in time) to delay the attempt with the powder vessel, as the army were afraid they would not be able to land with the wind in this direction and with so heavy a surf on the beach.

HENRY AREY,
Acting Master, Commanding U. S. S. Wilderness.

December 19.—At 1 a. m. Captain Rhind came on board and a modification of the plan of yesterday was agreed upon. About the same time exchanged signal with the *Unadilla*. From 4 to 8 a. m.: Thick fog; sounded the steam whistle occasionally. At 9 a. m. spoke the *Little Ada*, and Captain Lamson directed the commanding officer to go in and find the *Kansas*, if possible, and inform Captain Watmough that we would renew the attempt this evening as soon as the weather would permit, and request him to have the *Kansas* on the range in good time. At 1 p. m. the *A. D. Vance* came close and Captain Upshur came on board and communicated with Captain Rhind. Fog still continues. Requested Captain Upshur to try and find the *Kansas* and ask Captain Watmough to communicate with us as soon as possible. At 2 p. m. cleared up, and finding ourselves much too close to the beach we got underway, with the *Louisiana* in tow, and stood S. E. to get out of sight of the shore. At 2:30 the *Nansemond* came alongside and communicated. Made the fleet coming in. At 2:20 the flagship bore E. S. E. ½ E. At 3:30 came to anchor. At 4:30 the *Kansas* came within hail and Lieutenant-Commander Watmough came on board and communicated with Captain Rhind. He was furnished with a copy of the sailing directions for his guidance, and returned on board the *Kansas*. At 5:30 p. m. the *Kansas* again came within hail, and Captain Watmough hailed

us, saying that the admiral's orders were "not to go in to-night, as it was too rough." Weather hazy; wind S. W., fresh. A good deal of sea. Omitted to state above that Captain Upshur brought instructions from Admiral Porter to Captain Rhind not to attempt to beach the *Louisiana* and blow her up unless we considered it sufficiently smooth for the army to land.

HENRY AREY,
Acting Master, Commanding U. S. S. Wilderness.

December 20.—At 3:30 p. m. Captain Lamson went on board the *Nansemond* and communicated with Admiral Porter. Were by him directed not to go in to night, as it was too rough for the army to land. From 4 to 8 p. m.: Captain Rhind and Mr. Bradford, of the Coast Survey, and Mr. Bowen, the pilot, left this vessel and went to the *Nansemond* for the purpose of making a reconnoissance. At 7:30 this vessel commenced dragging her anchor. Let go port anchor and veered to 30 fathoms. Wind and sea heavy. At 8 commenced dragging; again veered to 45 fathoms on port chain, having already 75 fathoms veered on the starboard one. Weather continued heavy, with heavy cross sea. Wind N. E.

December 21.—From 12 to 4 a. m.: Weather cloudy, with light rain, wind having commenced to moderate. The *Louisiana* appeared to have made good weather. From 4 to 8: Clear, with heavy gale from the eastward. At 7 a. m. wind moderated a little and hauled to S. S. W. At 8 commenced blowing very heavy again, starting our anchors. Started engine ahead slowly, as we were too near the *New Ironsides*. *Louisiana* labored very heavily in the sea. At 9 a. m. gale increasing and sea rising fast. Kept the engine working. At 11:30 the *Louisiana* cast off her hawser and steamed to the N. E. for a few minutes and anchored. Flagship signaled to the *Nansemond* to keep company with the *Louisiana*. Weather clear; still blowing a gale. Continued dragging. At 2 p. m. let go a third anchor with hawser, and veered to 50 fathoms, *Nansemond* at this time lying about 400 yards astern of us, with the *Louisiana* in tow. From 4 to 8 p. m.: Weather rainy, heavy gale. From 6 to 8: Weather clear, wind W. S. W., increasing. From 8 to 12 midnight: Weather clear, wind W., blowing heavily in puffs.

December 22.—From 12 to 4 a. m.: Weather clear and wind moderate. From 4 to 8 a. m.: Weather clear, wind hauled to the N. W., heavy sea running. From 8 to 12 meridian: Weather clear and cold; wind N. W., and still blowing freshly. At 8:30 found that we had lost port anchor and 30 fathoms chain and the small anchor with its hawser. At 10 a. m. flagship made signal for the *Nansemond*, with *Louisiana* in tow, to follow, and stood to the westward. At 2 p. m. got our anchor, having been heaving on it since 11 a. m.—short handed, and very slow work. Steamed up to the *Louisiana*. Flagship made signal for this ship to keep near the *Nansemond* and *Louisiana*. At 3 p. m. came to anchor near them. From 4 to 8 p. m.: Weather clear and cold; wind fresh from the N. W. From 8 to 12 midnight: Weather clear and cold, wind fresh.

December 23.—From 12 to 4 a. m.: Weather clear and cold, fresh breeze from N. N. W. From 4 to 8 a. m: Weather as before. From 8 to 12 noon: Weather clear; wind moderate from westward; sea going down fast. At 10:30 received orders to stay near the *Louisiana*. At 12 m. took hawser from the *Tacony*. From 12 to 4 p. m.: Weather clear, wind light. At 3:30 the *Tacony* cast us off and stood inshore with the *Louisiana*, ordering us to follow. At 4 came to anchor, Fort Fisher.

bearing W. S. W. From 4 to 8 p. m: Weather as before. At 5 took the *Louisiana* in tow. Captain Lamson, Mr. Bradford, and Pilot Bowen came on board. Received orders from Admiral Porter to go in to-night and blow the *Louisiana* up. Shortly after dusk started in with her. At 7 stopped near the *Kansas;* Captain Watmough came on board. Stood off and on near the *Kansas.* From 8 to 12 midnight: At 10:45 passed the *Kansas* and stood in W. by S., running slow. At 11:40 anchored and cast off the *Louisiana*, being then in 5¾ fathoms. *Louisiana* passed inshore of us. At 12 midnight the boat containing Captain Rhind, Mr. Preston, Mr. Boyden, Mr. Mullin, and their crew came alongside. Cut hawser and started at full speed E. N. E. Threw six rockets to warn the fleet.

December 24.—At 12:55 a. m. stopped her and let off the steam to 5 pounds. At 1:40 a. m. the explosion took place. Being without an anchor stood off and on till daylight. From 8 to meridian: Weather clear, wind fresh. At 9:30 a. m. spoke the flagship and Captain Rhind, Captain Lamson, Lieutenant Preston, Mr. Mullin, Mr. Boyden, and their crew went on board. At 10:30 ran down to the *Minnesota* and took a hawser from her stern.

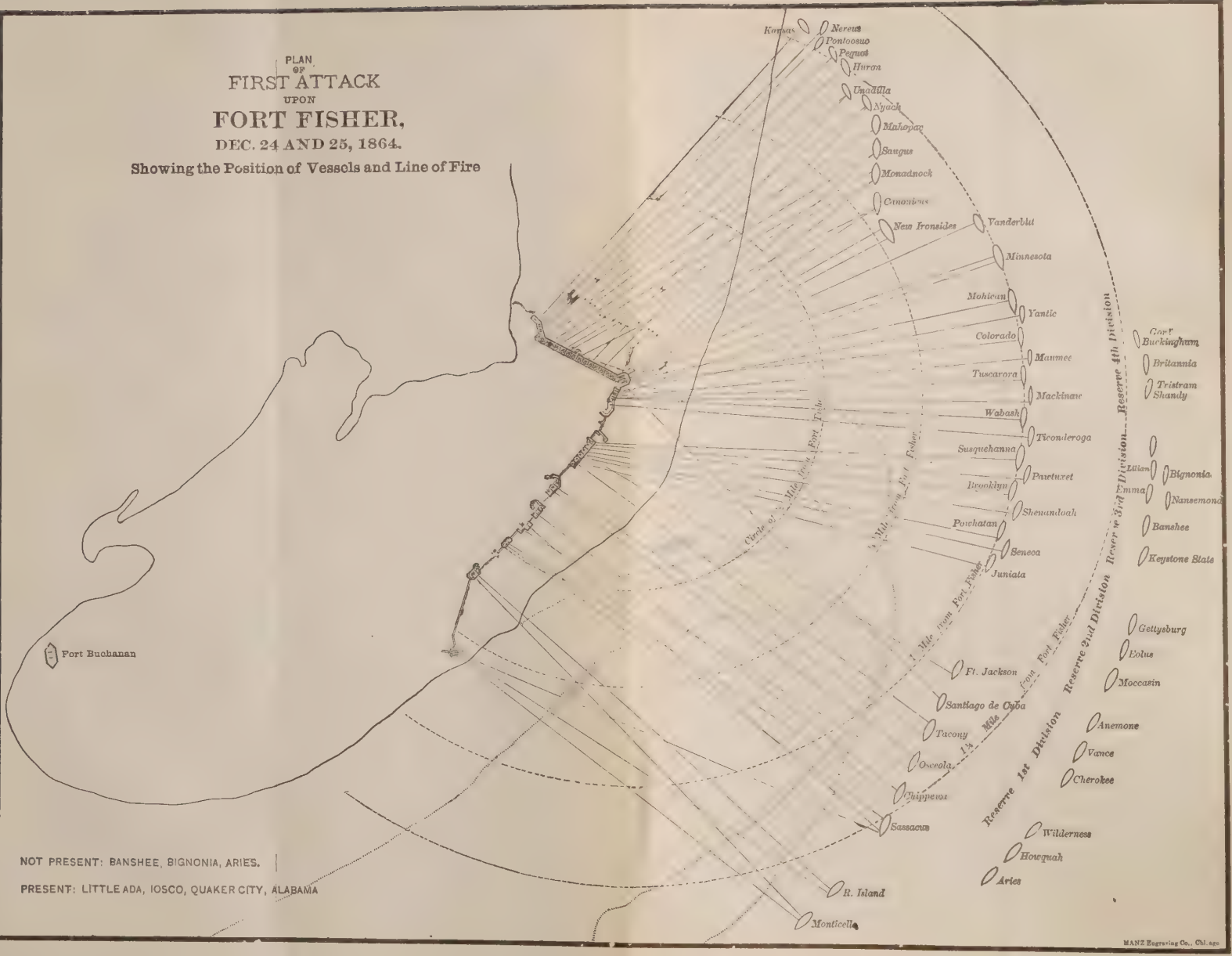
Abstract log of the U. S. S. Kansas.

December, 18, 1864.—Lieutenant-Commander P. G. Watmough in command. At 1:30 p. m. got underway and steamed inshore and up and down the coast slowly. At 3 communicated with the *Gettysburg.* At 4:40 came to anchor with starboard anchor, Mound bearing S. W. by W. ¼ W. From 6 to 8 as per column; wind N. E., force 2 to 3, weather foggy, air 55°. Hoisted a bright light at mainmast head. Fleet all around and signaling with lights at various intervals. At 7:30 p. m. the steamer *Sassacus* spoke us, she having the powder vessel in tow. At 8 p. m. communicated with the *Sassacus* and *Louisiana.* At 8:15 Mr. Bradford, surveyor, left the ship. At 8:25 the *Wilderness* communicated with us. At 8:42 the *Wilderness* and *Louisiana* stood in for the bar. At 9:15 got underway and steamed offshore, steering E. N. E. At 9:35 one of the fleet challenged with Coston's No. 8; we answered with Coston's No. 9. The strange vessel burned Coston's 500. At 10 we burned 5107. At 11 slowed down in 11 fathoms water and headed to southward. At 11:15 one of the fleet burned Coston's No. 8; we answered with Coston's No. 9.

December 19.—At 1 a. m. spoke the *A. D. Vance,* who ordered us to our night station. At 1:20 saw two vessels bearing W. S. W., which proved to be the *Wilderness* and *Louisiana* at anchor. Remainder of watch steaming slowly up and down the coast. From 4 to 8 a. m.: Steaming along the land. At 8:12 p. m. came to anchor. At 2:30 got underway and steamed off N. E. by E. At 2:45 communicated with the *A. D. Vance* and then steamed for the fleet; made all sail. At 3:20 p. m. took in all sail, slowed down, and communicated with the *Wilderness.* At 4:30 flagship signaled 652, we answered and stood for the flagship, sent a boat on board. At 4:40 spoke the *Louisiana* and informed them that it was the admiral's order for them not to go in to-night. At 4:45 stood for night station. From 6 to 8 steaming along the land. Spoke the tug *Moccasin* and ordered her to remain inshore. Wind, from 5 to 9 p. m., S. W., force 5.

December 20.—From 12 meridian to 4 p. m.: Several guns fired from Fort Fisher and the batteries in the vicinity during the watch.

PLAN
OF
FIRST ATTACK
UPON
FORT FISHER,
DEC. 24 AND 25, 1864.
Showing the Position of Vessels and Line of Fire



NOT PRESENT: BANSHEE, BIGNONIA, ARIES.

PRESENT: LITTLE ADA, IOSCO, QUAKER CITY, ALABAMA

MANZ Engraving Co., Chicago

December 22.—At 5:30 p. m. blockading fleet all steaming inshore.

December 23.—At 3:20 p. m. communicated with flagship *Malvern*. At 7 p. m. the *Louisiana* and *Wilderness* came in from outside and lay to off our port quarter. At 10:30 a blockade runner passed inshore of us at full speed steering for Fort Fisher. At 11 the *Wilderness* and *Louisiana* passed, steering toward the bar. We got underway and steemed offshore, steering E. N. E.

December 24.—From 12 midnight to 4 a. m.: Steaming offshore, steering E. N. E. At 12:15 a. m. several rockets thrown up, bearing W. S. W., supposed to be from the *Wilderness*. At 1:52 powder vessel exploded. At 2 turned ship around and stood W. S. W.

Abstract log of the U. S. S. Advance.

December 18, 1864.—Lieutenant-Commander J. H. Upshur, commanding. At 3:20 p. m. exchanged numbers with the fleet. At 3:20 p. m. stopped engines and allowed ship to drift. At 6:40 started engine and steamed in toward New Inlet. Exchanged signals with several of the fleet. At 11 p. m. spoke the *Wilderness*. Stopped engine, burned Coston signals, threw up rockets, and endeavored to find the *Kansas*, but without success. At 11:55 spoke the *Wilderness* and delivered communications from the admiral to Captain Lamson.

December 19.—At 12:10 a. m. steamed to the eastward and communicated with several of the fleet. At 12:45 p. m. communicated with the *Wilderness*. At 2:30 p. m. exchanged signals with and communicated with the *Kansas* and delivered dispatches to her. At 4 p. m. exchanged signals with the flagship. At 4:25 communicated with the flagship. At 5:30 communicated with the *Keystone State*. At 7:10 came to near the flagship.

December 24.—At 1:50 a. m. the explosion of the powder boat took place.

Extract from the official diary of Colonel Lamb, C. S. Army, commanding defenses of Federal Point.

December 24, 1864.—A blockader got aground near fort; set fire to herself and blew up.

First attack on Fort Fisher, December 24–25, 1864.*

General order No. 70, of Rear-Admiral Porter, U. S. Navy, giving preliminary instructions.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Hampton Roads, December 10, 1864.

The chart plan of the proposed attack on the batteries of the enemy at New Inlet, mouth of Cape Fear River, will explain itself, but the order of taking position is as follows:

It is first proposed to endeavor to paralyze the garrison by an explosion, all the vessels remaining 12 miles out from the bar, and the troops

* For reports of Army operations, see Official Reports of the Union and Confederate Armies in the War of the Rebellion, Series I, Volumes XLII, XLIV, and LI.

in transports 12 miles down the coast, ready to steam up and be prepared to take the works by assault in case the latter are disabled.

At a given signal all the bar vessels will run offshore 12 miles, when the vessel with powder will go in under the forts. When the explosion takes place all the vessels will stand inshore in the order marked on the plan.

The *New Ironsides* will steam alongshore, coming from the eastward until the flagstaff on Fort Fisher bears S. W. by W. ½ W. and anchor (chain ready to slip) with her broadside bearing on the largest of the enemy's works and open fire without delay. The monitors will come up astern, anchoring not more than one length apart, directly in line along the shore, leaving space only for a gunboat to lie outside of them and fire between them or over them. The *New Ironsides* and monitors will lie in not less than 3½ fathoms water, which will place them about three-fourths of a mile from Fort Fisher and a little over a quarter of a mile from the beach.

In the meantime the large ships will lie formed in line of battle to the eastward of the ironclads and heading parallel with the land in a S. ½ W. course, in 5 fathoms water.

When the signal is made to "take position" the *Minnesota* (the sternmost vessel) will go ahead slowly, and anchor about a mile from Fort Fisher, opening fire the moment she passes the *New Ironsides* and anchoring so that her stern gun will fire just clear of that vessel. The *Mohican* will then anchor ahead of the *Minnesota*, *Colorado* ahead of *Mohican*, *Tuscarora* ahead of *Colorado*, *Wabash* ahead of *Tuscarora*, *Susquehanna* ahead of *Wabash*, *Brooklyn* ahead of *Susquehanna*, *Powhatan* ahead of *Brooklyn*, *Juniata* ahead of *Powhatan*, with their cables ready to slip and with not more than 15 fathoms of chain, the 15-fathom shackle inside the hawse hole.

The *Seneca*, *Shenandoah*, *Pawtuxet*, *Ticonderoga*, *Mackinaw*, *Maumee*, *Yantic*, and *Kansas* will take their positions between and outside the different vessels, as marked on the plan, anchoring with their cables ready to slip.

When the large ships and intermediate ones get fairly into position the *Nyack*, *Unadilla*, *Huron*, and *Pequot* will take position between and outside the monitors in the order marked on the plan, keeping up a rapid fire while the monitors are loading.

The following vessels will next take their positions as marked on the plan:

Commencing with the *Fort Jackson*—which vessel will anchor ahead of the *Juniata*, leaving a space between of three lengths—*Santiago de Cuba*, *Tacony*, *Osceola*, *Chippewa*, *Sassacus*, *Maratanza*, *Rhode Island*, *Monticello*, *Mount Vernon*, *Montgomery*, *R. R. Cuyler*, *Quaker City*, and *Iosco* will pass on slowly, commencing with the rear, until they form the line marked on the plan.

The reserves of each division will form a line (as per plan) out of gunshot, ready to act as occasion may require.

This is the main plan of the battle. Circumstances may require some deviation from it, such as a partial attack (before going seriously to work) to feel the enemy's strength, all of which will be regulated by signal or by orders. Great care and coolness will be required to drop the vessels in their right places, and a too early commencement of fire on the part of those going into position may create confusion.

As we know but little about the caliber and number of rebel guns, the vessels must concentrate their fires on the heaviest batteries, but get the range before firing rapidly. For instance, the large vessels and

ironclads concentrate on Fort Fisher, while the *Vanderbilt*, *Fort Jackson*, and the vessels in the line with the *Fort Jackson* will open on the forts within their reach between Fort Fisher and the Mound.

All the reserve vessels will prepare to attack Zeek's Island battery by taking a position where they can enfilade it, which is when the fort bears N. W. Vessels drawing 14 feet can go within 1¾ miles with perfect safety and use their rifle guns with good effect. They can also reach the forts on Federal Point and prevent their firing accurately on the other portions of the fleet in closer range. All the movements of the different lines will be made by sending orders in a tug, as signals will not be seen in the smoke.

As it is desirable not to have superfluous directions, each commander will be furnished with a plan and the matter fully discussed and points explained at a general meeting of commanders.

Vessels in distress, and finding it necessary to retire from battle, will steer out S. E., excepting the headmost vessels, *Iosco*, *Quaker City*, *R. R. Cuyler*, etc., which had better keep on S. W. ½ S. course until they clear an 8-foot shoal (at low water) outside of them.

It is not desirable that the vessels of the squadron should show themselves to the enemy until the time comes for them to act, and they will keep offshore about 25 miles, or far enough not to be seen, with New Inlet bearing west in about the latitude of 33° 56′ longitude 77° 20′. That will be the rendezvous. Commanders of divisions will assemble the vessels of their divisions, get them into line, and keep them so, each division being far enough from the other to allow them to maneuver without interfering. When the signal is made or given to form in line of battle every vessel will take her station in line according to the place on the chart, the first division forming first and the others dropping in in order.

As only low steam will be required, those vessels that can move and work handily with half their boilers will only use those on one side, keeping the boilers on the side near the enemy full of water and without steam, with water warm only, and ready to make steam in case of necessity.

Slow, deliberate firing is desirable; there will be smoke enough anyhow; rapid and indiscriminate firing will amount to little or nothing. I hope no shot may be thrown away.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Special order No. 2 of Rear-Admiral Porter, U. S. Navy, requiring great care in pointing guns during action.

SPECIAL ORDERS, No. 2. } NORTH ATLANTIC SQUADRON,
Flagship Malvern, December 19, 1864.

While in action an officer will be kept by the compass to see that the vessel heads the course she anchored on, for, if she should swing in the smoke, broadsides might be fired in the wrong direction.

This must be allowed for in firing, and when it is no longer possible to see through the smoke the guns must be pointed by compass from on deck.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Special order No. 3 of Rear-Admiral Porter, U. S. Navy, regarding the buoys placed near Fort Fisher.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, December 19, 1864.

There is a line of buoys placed in 5 fathoms to prevent the vessels running into shoal water. No ship is to go inside of the buoys, but when they go into battle they must anchor close to them. There is a clump of buoys on Sheep Head Shoal, where there is 8 feet of water, which the smaller vessels can go inside of.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

NOTE.—Instead of 15 fathoms, all the vessels will have to anchor with 25 fathoms of chain, and slip, if necessary, from the 30 fathoms shackle.

General order No. 73 of Rear-Admiral Porter, U. S. Navy, giving additional instructions.

GENERAL ORDERS, No. 73. NORTH ATLANTIC SQUADRON, *Flagship Malvern, December 20, 1864.*

In going to work on the rebel batteries neither line will advance until the signal is made to the leading ship (*Minnesota*) to go into action, when the vessels of that line will take the positions assigned them on the plan.

The signal will then be made to the leading vessels of the other lines as they may be wanted.

The *Ironsides* and monitors have been directed not to anchor until signaled to do so, as it is proven by examination that there is better water than is marked on the chart, and they can go into the fight with more advantage by keeping underway.

I would impress upon all commanding officers of the large vessels not to lie more than one length apart, or there will be no room for them to get into action.

A short distance to the eastward of Fort Fisher is the Half-Moon battery (so called) which may open on the ships while going in. If this battery is not silenced by the *Ironsides* and monitors the three sternmost vessels will open on it and silence it. The Half-Moon battery has lately been erected and has one quite heavy gun mounted.

The 10-second shell or shrapnel will be the best kind of projectile to use, and when the range is obtained a rapid fire should be kept up.

It is not desirable that the leading ships should fire on the above-mentioned battery (unless it may be a few guns to cover themselves), for fear of causing too much smoke and preventing them from seeing their way in.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Special order No. 5 of Rear-Admiral Porter, U. S. Navy, regarding disposition of civilians and wounded.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, December 22, 1864.

All vessels having civilians (or persons not wishing to go into the fight) on board will make signal to *Montgomery* and put them there.

After the action the hospital vessels will hoist a yellow or red flag forward, and the wounded will be sent on board of them.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Report of Lieutenant-Commander West, U. S. Navy, commanding naval station, Beaufort, N. C.

BEAUFORT, N. C., *December 24, 1864.*

SIR: Since my last communication nothing of importance has occurred. The transports of General Butler have continued to arrive and depart. The *Empire City* drawing too much water to enter, I have sent a coal schooner out to her. The general left this morning at 8 a. m. in the *Ben De Ford*, and I am requested to furnish pilots for the other vessels at meridian, which will be done.

The concussion of a distant explosion was distinctly felt at the storehouse and carpenter shop on shore, between the hours of 1 and 2 this a. m. A vivid light was seen at the time by the lookout on the *Arletta*, bearing about west.

The U. S. S. *Nyack* arrived yesterday at 12:40 p. m. with about 15 tons of coal, and the patent steering gear out of order. Coal vessels were immediately placed alongside. She has been coaling and repairing all night, and will leave this morning.

I enclose requisitions of Paymaster [S. S.] Wood for your signature, as also a communication* addressed by myself to General Butler, and his reply* thereto.

I am, sir, very respectfully, your obedient servant,

WM. C. WEST.
Lieutenant-Commander, Commanding Station.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

P. S.—The *Vicksburg* has just arrived, 11 a. m. There is no mail for the squadron at the post-office.

W. C. W.

[Telegram.—By signal from steamer *Ben De Ford.*]

DECEMBER 24, 1864.

Are there any and how many of the enemy's armed vessels on the inside? Were they visible to day? Have any shots been exchanged between the fleet and the Half Moon or the Flag Pond battery?

B. F. BUTLER,
Major-General.

Admiral PORTER.

[Telegram.—By army signal.]

FLAGSHIP MALVERN, *December 24, 1864.*

There was one rebel vessel seen to-day, supposed to be an armed one. She was entirely out of range and could not be brought into play even if her guns were of any account.

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* Not found.

The Flag Pond battery has been dismantled and the guns taken away. It was a small affair anyhow, and only used to drive off our blockaders. There are no batteries along the shore, at least we saw none to-day, and our vessels came close along the beach.

DAVID D. PORTER,
Rear-Admiral.

Major-General B. F. BUTLER.

Letter from Major-General Butler, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding the landing of troops.

HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA,
Army of the James, in the Field, North Carolina,
December 24, 1864.

ADMIRAL: We will endeavor to effect a landing above Flag Hill Pond battery, between that and Half Moon, at such an hour as shall be fixed upon by consultation between yourself and General Weitzel, who will have command of the troops and who will meet you at any hour you choose to arrange details.

To do this it will probably be necessary that you should send such vessels as will cover the landing, and what those shall be is of course for your better judgment.

We design in the first place to send on shore a party for reconnoissance sufficiently strong to hold the landing if we gain a foothold, and then to land as rapidly as possible our whole force, and if from the reconnoissance it is deemed practicable to attempt an assault on Fort Fisher, the assault will be made.

We have boats enough of our own to land the first detachment. We shall ask you for any spare boats you may have, with their crews to pull them, to aid in the landing of the forces. A half dozen armed with howitzers better be also sent. Will you allow those boats to report to General Graham in the morning? We can take them in tow from such point as may be designated.

It would seem to be best that the naval attack should be continued with spirit and effect upon the fort, and endeavor to silence it and keep it silenced.

The messenger who bears this will take back an answer and notify General Weitzel when you will desire to see him.

It is suggested that the landing take place about 8 o'clock, after the navy have been engaged with the fort an hour or more.

I have the honor to be, very respectfully, your obedient servant,

BENJAMIN BUTLER,
Major-General, Commanding.

Rear-Admiral PORTER,
Commanding North Atlantic Blockading Squadron.

Letter from Major-General Butler, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding a reconnoissance of Fort Fisher.

HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA,
December 25, 1864.

ADMIRAL: Upon landing the troops and making a thorough reconnoissance of Fort Fisher, both General Weitzel and myself are fully of

the opinion that the place could not be carried by assault, as it was left substantially uninjured as a defensive work by the navy fire. We found 17 guns protected by traverses, 2 only of which were dismounted, bearing up the beach and covering a strip of land, the only practicable route, not more than wide enough for 1,000 men in line of battle. Having captured Flag Pond Hill battery, the garrison of which, 65 men and 2 commissioned officers, were taken off by the navy, we also captured Half Moon battery, and 7 officers and 218 men of the Third North Carolina Junior Reserves, including its commander, from whom I learned that a portion of Hoke's division, consisting of Kirkland's and Hagood's brigades, had been sent from the lines before Richmond on Tuesday last, arriving at Wilmington Friday night.

General Weitzel advanced his skirmish line within 50 yards of the fort, while the garrison was kept in their bombproofs by the fire of the navy, and so closely that 3 or 4 men of the picket line ventured upon the parapet and through the sally port of the work, capturing a horse, which they brought off, killing the orderly, who was the bearer of a dispatch from chief of artillery of General Whiting to bring a light battery within the fort, and also brought away from the parapet the flag of the fort. This was done while the shells of the navy were flying about the heads of the daring men who entered the work, and it was evident as soon as the fire of the navy ceased, because of the darkness, that the fort was fully manned again, and opened with grape and canister upon our picket line.

Finding that nothing but the operations of a regular siege, which did not come within my instructions, would reduce the fort, and in view of the threatening aspect of the weather, wind arising from the southeast, rendering it impossible to make further landing through the surf, I caused the troops with their prisoners to reembark, and see nothing further that can be done by the land forces. I shall therefore sail for Hampton Roads as soon as the transport fleet can be got in order.

My engineers and officers report Fort Fisher to me as substantially uninjured as a defensive work.

I have the honor to be, very respectfully, your obedient servant,

BENJ. F. BUTLER,
Major-General, Commanding.

Rear-Admiral PORTER,
Commanding North Atlantic Blockading Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Faucon, U. S. Navy, regarding provision for witnesses of the attack.

FLAGSHIP MALVERN,
At Sea, off New Inlet, December 25, 1864.

SIR: You will receive on board such civilians as come to you from the fleet, and Major [T. L.] Casey, of the Army, and give them the best accommodations you have, affording them an opportunity of witnessing the fight.

You will not take your vessel under fire without express orders from me.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant FAUCON,
Commanding Montgomery.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Radford, U. S. Navy, commanding U. S. S. New Ironsides.

OFF NEW INLET, *December 25, 1864.*

COMMODORE: General Butler has concluded not to assault the works, and as there is no further need of your vessels where they are now, you will come out with your division and anchor them near this vessel. I will be about 2 miles offshore. Steer out about west and you will see my lights.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore WM. RADFORD,
Commanding New Ironsides and Division of Ironclads.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Butler, U. S. Army, regarding general matters.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off New Inlet, December 26, 1864.

GENERAL: I beg leave to acknowledge the receipt of your letter of this date, the substance of which was communicated to me by General Weitzel last night.

I have ordered the largest vessels to proceed off Beaufort and fill up with ammunition, to be ready for another attack in case it is decided to proceed with this matter by making other arrangements.

We have not commenced firing rapidly yet, and could keep any rebels inside from showing their heads until an assaulting column was within 20 yards of the works.

I wish some more of your gallant fellows had followed the officer who took the flag from the parapet, and the brave fellow who brought the horse out from the fort. I think they would have found it an easier conquest than is supposed.

I do not, however, pretend to place my opinion in opposition to General Weitzel, whom I know to be an accomplished soldier and engineer, and whose opinion has great weight with me.

I will look out that the troops are all off in safety. We will have a west wind presently, and a smooth beach about 3 o'clock, when sufficient boats will be sent for them.

The prisoners now on board the *Santiago de Cuba* will be delivered to the provost-marshal at Fortress Monroe, unless you wish to take them on board one of the transports, which would be inconvenient just now.

I remain, general, respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General B. F. BUTLER,
Commanding, etc.

General order No. 75 of Rear-Admiral Porter, U. S. Navy, to commanding officers to report regarding the effect of the fire upon Fort Fisher.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, December 30, 1864.

As a question may arise (owing to the army authorities having concluded to reembark) whether Fort Fisher was in a condition to resist

an assault, I call upon the officers under my command to make me a report of the part they took in the actions of the 24th and 25th instant, and the damage apparently done to the works. General Butler assigns as a reason for not operating against Fort Fisher that it was "uninjured as a defensive work," which is a reflection on the skill of our gunners and the officers who commanded them.

As a matter of history hereafter to be referred to, I wish not only to have from each commander the effect of our firing, but their impressions with regard to the defensibility of the fort (battered as it was) against a combined attack of army and navy.

I myself am quite satisfied with the result of our share of the work, and could I have foreseen what happened would have assaulted after dark with the sailors, and carried it at that.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding the attack.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Wilmington, December 24, 1864.

SIR: I have the honor to inform you that I attacked the forts at the mouth of Cape Fear River this morning at 12:30, and after getting the ships in position silenced them in about an hour and a half. There being no troops here to take possession, I am merely firing at it now to keep up practice. The forts are nearly demolished, and as soon as troops come we can take possession. We have set them on fire, blown some of them up, and all that is wanted now is the troops to land to go into them.

I suppose General Butler will be here in the morning. We have had very heavy gales here, which tugs, monitors, and all rode out at their anchors.

The transports have gone into Beaufort, N. C.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, transmitting detailed report of the attack.

FLAGSHIP MALVERN,
Off New Inlet, North Carolina, December 26, 1864.

SIR: I have the honor to forward with this a somewhat detailed report of the two engagements with Fort Fisher and the surrounding works.

We attacked with the whole fleet, on the 24th instant, and silenced every gun in a very short time.

On the 25th instant we again took our position within a mile of the fort (the iron vessels within 1,200 yards) without a shot being fired at us. Shelled it all day, with now and then a shot from the rebels, and stopped firing after sunset.

The army landed and reembarked, considering it impracticable to assault the place.

I shall remain here and keep shelling the enemy's works on every occasion, whenever the weather will permit.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, at Sea, off New Inlet, December 26, 1864.

SIR: I was in hopes I should have been able to present to the nation Fort Fisher and surrounding works as a Christmas offering, but I am sorry to say it has not been taken yet. I attacked it on the 24th instant with the *Ironsides*, *Canonicus*, *Mahopac*, *Monadnock*, *Minnesota*, *Colorado*, *Mohican*, *Tuscarora*, *Wabash*, *Susquehanna*, *Brooklyn*, *Powhatan*, *Juniata*, *Seneca*, *Shenandoah*, *Pawtuxet*, *Ticonderoga*, *Mackinaw*, *Maumee*, *Yantic*, *Kansas*, *Iosco*, *Quaker City*, *Monticello*, *Rhode Island*, *Sassacus*, *Chippewa*, *Osceola*, *Tacony*, *Pontoosuc*, *Santiago de Cuba*, *Fort Jackson*, and *Vanderbilt*, having a reserve of small vessels consisting of the *Aries*, *Howquah*, *Wilderness*, *Cherokee*, *A. D. Vance*, *Anemone*, *Eolus*, *Gettysburg*, *Alabama*, *Keystone State*, *Banshee*, *Emma*, *Lilian*, *Tristram Shandy*, *Britannia*, *Governor Buckingham*, and *Nansemond*.

Previous to making the attack, a torpedo on a large scale, with an amount of powder on board supposed to be sufficient to explode the powder magazines of the fort, was prepared with great care and placed under the command of Commander A. C. Rhind, who had associated with him on this perilous service Lieutenant S. W. Preston, Second Assistant Engineer A. T. E. Mullin, of the U. S. S. *Agawam*, and Acting Master's Mate Paul Boyden, and 7 men. So much had been said and written about the terrible effects of gunpowder in an explosion that happened lately in England that great results were expected from this novel mode of making war. Everything that ingenuity could devise was adopted to make the experiment a success.

The vessel was brought around from Norfolk with great care and without accident, in tow of the U. S. S. *Sassacus*, Lieutenant-Commander J. L. Davis, who directed his whole attention to the matter in hand, and though he experienced some bad weather and lost one of his rudders, he took her safely into Beaufort, where we filled her up with powder and perfected all the machinery for blowing her up. General Butler had arrived at the rendezvous before us, and I hastened matters all that I could, so that no unnecessary delay might be laid to my charge.

On the 18th instant I sailed from Beaufort with all the monitors, *New Ironsides*, and small vessels, including the *Louisiana*, designed as a blockade runner, for the rendezvous, 20 miles east of New Inlet, North Carolina, and found all the larger vessels and transports assembled there, the wind blowing light from the N. E. On the 20th a heavy gale set in from S. W., and not being able to make a port without scattering all the vessels, I determined to ride it out, which I did, without any accident of any kind, except the loss of a few anchors, the monitors and all behaving beautifully.

Only two vessels went to sea to avoid the gale, and fared no better than those at anchor. The transports being short of water, put into Beaufort, N. C., and were not suitable for riding out at anchor such heavy weather.

After the southwester the wind chopped around to the westward and gave us a beautiful spell of weather, which I could not afford to lose, and the transports with the troops not making their appearance, I determined to take advantage of it and attack Fort Fisher and its outworks.

On the 23d I directed Commander Rhind to proceed and explode the vessel right under the walls of Fort Fisher, Mr. Bradford, of the Coast Survey, having gone in at night and ascertained that we could place a vessel of 7 feet draft right on the edge of the beach. Lieutenant R. H. Lamson, commanding *Gettysburg*, volunteered to go in, in the *Wilderness*, Acting Master Henry Arey in command, and tow the *Louisiana* into position, having assisted in the gale in taking care of the *Louisiana* after she and the *Nansemond* (the vessel having her in tow) had lost all their anchors.

At 10:30 p. m. the powder vessel started in toward the bar, and was towed by the *Wilderness* until the embrasures of Fort Fisher were plainly in sight. The *Wilderness* then cast off and the *Louisiana* proceeded under steam until within 200 yards from the beach and about 400 from the fort.

Commander Rhind anchored her securely there, and coolly went to work to make all his arrangements to blow her up. This he was enabled to do owing to a blockade runner going in right ahead of him, the forts making the blockade runner signals, which they also did to the *Louisiana*.

The gallant party, after coolly making all their arrangements for the explosion, left the vessel, the last thing they did being to set her on fire under the cabin. Then taking to their boats, they made their escape off to the *Wilderness*, lying close by. The *Wilderness* then put offshore with good speed, to avoid any ill effects that might happen from the explosion. At 1:45 of the morning of the 24th the explosion took place, and the shock was nothing like so severe as was expected. It shook the vessels some, and broke one or two glasses, but nothing more.

At daylight of the 24th the fleet got underway and stood in in line of battle. At 11:30 a. m. the signal was made to engage the forts, the *Ironsides* leading, and the *Monadnock*, *Canonicus*, and *Mahopac* following. The *Ironsides* took her position in the most beautiful and seamanlike manner, got her spring out, and opened deliberate fire on the fort, which was firing at her with all its guns, which did not seem numerous in the N. E. face, though we counted what appeared to be 17 guns; but 4 or 5 of these were fired from that direction, and they were silenced almost as soon as the *Ironsides* opened her terrific battery. The *Minnesota* then took her position in handsome style, and her guns after getting the range were fired with rapidity, while the *Mohican*, *Colorado*, and the large vessels marked on the plan got to their stations, all firing to cover themselves while anchoring. By the time the last of the large vessels anchored and got their batteries into play but one or two guns of the enemy were fired, this *feu d'enfer* driving them all to their bombproofs, the small gunboats—*Kansas*, *Unadilla*, *Pequot*, *Seneca*, *Pontoosuc*, *Yantic*, and *Huron*—taking a position to the northward and eastward of the monitors and enfilading the works.

The *Shenandoah*, *Ticonderoga*, *Mackinaw*, *Tacony*, [and] *Vanderbilt* took effective positions, as marked on the chart, and added their fire to that already begun.

The *Santiago de Cuba*, *Fort Jackson*, *Osceola*, *Chippewa*, *Sassacus*, *Rhode Island*, *Monticello*, *Quaker City*, and *Iosco* dropped into position, according to order, and the battle became general.

In one hour and fifteen minutes after the first shot was fired not a shot came from the fort; two magazines had been blown up by our shells and the fort set on fire in several places, and such a torrent of missiles were falling into and bursting over it that it was impossible for anything human to stand it. Finding that the batteries were silenced completely, I directed the ships to keep up a moderate fire in hopes of attracting the attention of the transports and bringing them in. At sunset General Butler came in in his flagship with a few transports, the rest not having arrived from Beaufort.

Being too late to do anything more, I signaled the fleet to retire for the night to a safe anchorage, which they did without being molested by the enemy.

There were some mistakes made this day when the vessels went in to take position. My plan of battle being based on accurate calculations, and made from information to be relied on, was placed in the hands of each commander, and it seemed impossible to go astray if it was strictly followed. I required those vessels that had not followed it closely to get underway and assume their proper position, which was done promptly and without confusion. The vessels were placed somewhat nearer to the works, and were able to throw in their shell, which were before falling into the water.

One or two leading vessels having made the mistake of anchoring too far off, caused those coming after them to commit a like error, but when they all got into place and commenced work in earnest the shower of shell (115 per minute) was irresistible.

So quickly were the enemy's guns silenced that not an officer or man was injured. I regret, however, to have to report some severe casualties by the bursting of 100-pounder Parrott cannon. One burst on board the *Ticonderoga*, killing 6 of the crew and wounding 7 others; another burst on board the *Yantic*, killing 1 officer and 2 men; another on the *Juniata*, killing 2 officers and wounding and killing 10 others; another on the *Mackinaw*, killing 1 officer and wounding 5 others (men); another on the *Quaker City*, wounding, I believe, 2 or 3; another on the *Susquehanna*, killing and wounding 7, I think.*

The bursting of the guns (six in all) much disconcerted the crews of the vessels where the accidents happened, and gave one and all a great distrust of the Parrott 100-pounders, and (as subsequent events proved) they were unfit for service, and calculated to kill more of our men than those of the enemy. Some of the vessels were struck once or twice. The *Mackinaw* had her boiler perforated with a shell and 10 or 12 persons were badly scalded.

The *Oscoola* was struck with a shell near her magazine, and was at one time in a sinking condition, but her efficient commander stopped up the leak, while the *Mackinaw* fought out the battle, notwithstanding the damage she received. The *Yantic* was the only vessel that left the line to report damages. Commander John Guest, at the east end of the line, showed his usual intelligence in selecting his position and directing his fire. Twice his guns cut down the flagstaff on the Mound battery, and he silenced the guns there in a very short time, the *Keystone State* and *Quaker City* cooperating effectively. Lieutenant-Commander J. L. Davis, with both rudders disabled, got his vessel (the *Sassacus*) into close action and assisted materially in silencing the works, and the *Santiago de Cuba* and *Fort Jackson* took such positions as they could get (owing to other vessels not forming proper lines, and throwing them out of place) and fought their guns well. The taking of a new

*Error, see p. 261.

position while under fire by the *Brooklyn* and *Colorado* was a beautiful sight, and when they got into place both ships delivered a fire that nothing could withstand.

The *Brooklyn* well sustained her proud name under her present commander, Captain James Alden, and the *Colorado* gave evidence that her commander, Commodore H. K. Thatcher, fully understood the duties of his position. The *Susquehanna* was most effective in her fire, and was fortunate enough to obtain the right position, though much bothered by a vessel near her that had not found her right place.

The *Mohican* went into battle gallantly, and fired rapidly and with effect, and when the *Powhatan*, *Ticonderoga*, and *Shenandoah* got into their positions they did good service. The *Powhatan* fell handsomely into line and did good service with the rest, and the *Vanderbilt* took position near the *Minnesota* and threw in a splendid fire. The firing of the monitors was excellent, and when their shells struck great damage was done, and the little gunboats that covered them kept up a fire sufficient to disconcert the enemy's aim.

The rebels fired no more after the vessels all opened on them, excepting a few shots from the Mound and upper batteries, which the *Iosco* and consorts soon silenced.

Our men were at work at the guns five hours, and glad to get a little rest. They came out of action with rather a contempt for rebel batteries and anxious to renew the battle in the morning. On the 25th (Christmas) all the transports had arrived, and General Butler sent General Weitzel to see me and arrange the programme for the day.

It was decided that we should attack the forts again while the army landed and assaulted them, if possible, under our heavy fire.

I sent 17 gunboats under command of Captain O. S. Glisson to cover the troops and assist with their boats in landing the soldiers. Finding the smaller vessels kept too far from the beach, which was quite bold, I sent in the *Brooklyn* to set them an example, which that vessel did, relying, as every commander should, on the information I gave him in relation to the soundings. To this number was added all the small vessels that were covering the coast along, and finally I sent some eight or nine vessels that were acting under Commander Guest in endeavoring to find a way across the bar. This gave a hundred small boats to land the troops with besides those the army were already provided with—about twenty more. At 7 a. m. on the 25th I made signal to get underway and form in line of battle, which was quickly done, the order to attack was given, and the *Ironsides* took position in her usual handsome style, the monitors following close after her. All the vessels followed according to order, and took position without a shot being fired at them, excepting a few shots fired at the four last vessels that got into line. The firing this day was slow, only sufficient to amuse the enemy while the army landed, which they were doing 5 miles to the eastward of the fleet.

I suppose about 3,000 men had landed when I was notified they were reembarking. I could see our soldiers near the forts reconnoitering and sharpshooting, and was in hopes an assault was deemed practical.

General Weitzel in person was making observations about 600 yards off, and the troops were in and around the works.

One gallant officer, whose name I do not know, went on the parapet and brought away the rebel flag we had knocked down. A soldier went into the works and led out a horse, killing the orderly mounted on him and taking his dispatches from the body. Another soldier fired his musket into the bombproof among the rebels, and eight or ten others

who had ventured near the forts were wounded by our shells. As the ammunition gave out the vessels retired from action, and the ironclads and *Minnesota*, *Colorado*, and *Susquehanna* were ordered to open rapidly, which they did with such effect that it seemed to tear the works to pieces. We drew off at sunset, leaving the ironclads to fire through the night, expecting the troops would attack in the morning, when we would commence again.

I received word from General Weitzel informing me that it was impractical to assault, and herewith inclose a letter* from General Butler assigning his reasons for withdrawing the troops. I also enclose my answer.†

In the bombardment of the 25th the men were engaged firing slowly for seven hours. The rebels kept a couple of guns on the upper batteries firing on the vessels, hitting some of them several times without doing much damage. The *Wabash* and *Powhatan* being within their range, the object seemed mainly to disable them, but a rapid fire soon closed them up. Everything was coolly and systematically done throughout the day, and I witnessed some beautiful practice.

The army commenced landing about 2 o'clock, Captain Glisson, in the *Santiago de Cuba*, having shelled Flag Pond battery to insure a safe landing, and they commenced to reembark about 5 o'clock, the weather coming on thick and rainy. About a brigade was left on the beach during the night, covered by the gunboats. As our troops landed 65 rebel soldiers hoisted the white flag and delivered themselves up and were taken prisoners by the seamen landing the troops and conveyed to the *Santiago de Cuba*. Two hundred and eighteen more gave themselves up to the reconnoitering party, all being desirous to quit the war.

I don't pretend to put my opinion in opposition to General Weitzel, who is a thorough soldier and an able engineer, and whose business it is to know more of assaulting than I do, but I can't help thinking that it was worth while to make the attempt after coming so far.

About 12 o'clock I sent in a detachment of double-enders, under Commander John Guest, to see if I could effect an entrance through the channel. The great number of wrecks in and about the bar has changed the whole formation, and where the original channel was we found a shallow bar.

I sent Lieutenant W. B. Cushing in to sound and buoy out a channel, if he could find one, with orders to Commander Guest to drag for torpedoes and be ready to run in by the buoys when ordered.

The examination was not at all satisfactory. A very narrow and crooked channel was partly made out and buoyed, but running so close to the upper forts that boats could not work there.

Lieutenant Cushing went in in his boat as far as Zeek's Island, but his researches would not justify my attempting the passage with six double-enders, some of which had burst their rifled Parrott guns and injured many of their men.

As it was getting late and the troops were making slow progress in landing, I withdrew the vessels and boats that were searching for the channel and sent them to help land the troops; otherwise we might have succeeded in buoying it out, though it was a difficult thing for the boats to work under the fire of the upper batteries.

One boat belonging to the *Tacony* was sunk by a shell, and a man had his leg cut off. Still they stuck to their work until ordered to withdraw for other duty.

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* See p. 250. † See p. 252.

In conclusion, allow me to draw your attention to the conduct of Commander Rhind and Lieutenant Preston. They engaged in the most perilous adventure that was perhaps ever undertaken, and though no material results have taken place from the effects of the explosion that we know of, still it was not their fault. As an incentive to others, I beg leave to recommend them for promotion; also that of Lieutenant R. H. Lamson, who piloted them in and brought them off. No one in the squadron considered that their lives would be saved, and Captain Rhind and Lieutenant Preston had made an arrangement to sacrifice themselves in case the vessel was boarded, a thing likely to happen.

I enclose herewith report* of Commander Rhind, with the names of the gallant fellows who volunteered for this desperate service. Allow me to mention also the name of Mr. Bradford, of the Coast Survey, who went in and sounded out the place where the *Louisiana* went in, and has always patiently performed every duty he has been called on to carry out.

My thanks are due to Lieutenant-Commander K. R. Breese, fleet captain, for carrying about my orders to the fleet during the action and for his general usefulness; to Lieutenant-Commander H. A. Adams, for his promptness in supplying the fleet with ammunition; Lieutenant M. W. Sanders, signal officer, whose whole time was occupied in making signals, performed his duty well, and my aids, Lieutenant S. W. Terry and Lieutenant S. W. Preston, afforded me valuable assistance.

I have not yet received a list of the casualties, but believe they are very few from the enemy's guns.

We had killed and wounded about 45 persons by the bursting of the Parrott guns.

I beg leave to suggest that no more be introduced into the service. There is only one kind of firing at close quarters that is effective, and that is from the IX, X, and XI inch guns; they can not be equaled.

Until further orders I shall go on and hammer away at the forts, hoping that in time the people in them will get tired and hand them over to us. It is a one-sided business altogether, and in the course of time we must dismount their guns, if, as General Weitzel says, we can not "injure it as a defensive work." The Government may also think it of sufficient importance to undertake more serious operations against these works. An army of a few thousand men investing it would soon get into it with the aid of the navy. When smooth water permits I will go to work looking for a channel over the bar, which has not yet been found to my satisfaction.

I must not omit to pay a tribute to the officers and crews of the monitors, riding out heavy gales on an open coast without murmuring or complaining of the want of comfort, which must have been very serious. They have shown a degree of fortitude and perseverance seldom witnessed. Equally brave in battle, they take the closest work with pleasure, and the effect of their shells is terrific. The following are the names of the commanders, and I hope I shall ever keep them under my command:

Commander E. G. Parrott, commanding *Monadnock*.
Commander E. R. Colhoun, commanding *Saugus*.
Lieutenant-Commander G. E. Belknap, commanding *Canonicus*.
Lieutenant Commander E. E. Potter, commanding *Mahopac*.

There are about 1,000 men left on shore by the army who have not

* See p. 260.

been gotten off yet on account of the surf on the beach; these will be gotten off in the morning and the soldiers will then be sent home.

I enclose general order for the attack.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

FORTRESS MONROE, VA.,
December 27, 1864—9:20 p. m.

The powder ship was exploded within 300 yards of Fort Fisher at about 2 a. m. on the 24th instant. Later in the day Admiral Porter attacked the fort and adjacent defenses, and renewed the bombardment on Christmas day. On each occasion we drove the rebels from their guns to the shelter of the bombproofs, so as to effectually silence their fire.

In a very few minutes after the frigates and heavy sloops got into position a detachment of troops landed on Sunday afternoon.

Skirmishers pushed up gallantly to the fort under cover of our fire. Some of the more daring actually entered the works and brought off the flag. Troops have reembarked. Bombardment by the fort continues. The *Santiago de Cuba* brings north Company A of the Forty-second North Carolina, captured in an earthwork to the northward of Fort Fisher by boats from the fleet. Left Wilmington yesterday. Will reach Washington with Admiral Porter's dispatches to-morrow.

S. W. PRESTON,
Lieutenant, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

FORTRESS MONROE, VA., *December 27, 1864.*
(Received December 28, 1864.)

Just arrived here on the *Santiago de Cuba* from off Wilmington. Attack on Fort Fisher commenced 12 noon, Saturday, 24th, continuing till night. Resumed Sunday and kept up with great vigor throughout the day. Fort much damaged, all barracks and storehouses burned, garrison driven to bombproofs, scarcely venturing to reply. Small portion troops landed Sunday afternoon. Skirmishers with great gallantry pushed up to the fort and actually penetrated works, killed a bearer of dispatches whilst entering the fort, and Lieutenant Waller [Walling] of One hundred and forty-second New York Regiment, captured rebel flag from the outer bastion. Troops also captured a whole battalion rebel troops outside the works, but our troops were withdrawn and ordered to reembark.

On Sunday three boats' crews sent by Captain Glisson captured Eleventh [Flag] Pond Hill battery with 65 men, who are now on board *Santiago.*

The powder boat explosion was successfully made; result not ascertained, but thought to have done some damage.

A. FULTON.

If approved please let this go to Baltimore American.

F.

Hon. G. V. FOX,
Assistant Secretary Navy.

Report of Rear-Admiral Porter, U. S. Navy, correcting statement regarding bursting of a gun on the U. S. S. Susquehanna.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off New Inlet, December 28, 1864.

SIR: In my dispatch of the 26th instant I stated that a 100-pounder had burst on board the *Susquehanna*. This was a mistake, which I now write to correct.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Porter, U. S. Navy, deploring the course of the army in not taking possession of the forts.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off New Inlet, December 27, 1864.

SIR: My dispatch of yesterday will give you an account of our operations, but will scarcely give you an idea of my disappointment at the conduct of the army authorities in not attempting to take possession of the forts, which had been so completely silenced by our guns; they were so blown up, burst up, and torn up that the people inside had no intention of fighting any longer. Had the army made a show of surrounding it, it would have been ours, but nothing of the kind was done. The men landed, reconnoitered, and hearing that the enemy were massing troops somewhere, the order was given to reembark.

They went away as soon as the majority of the troops were on the transports, and it coming on to blow rather fresh, about 700 were left on shore; they have been there ever since without food or water, having landed with only twenty-four hours' rations. I opened communication with them this morning, and supplied them with provisions.

To show that the rebels have no force here, these men have been on shore two days without being molested. I am now getting them off, and it has taken half the squadron (with the loss of many boats in the surf) to assist.

I can't conceive what the army expected when they came here; it certainly did not need 7,000 to garrison Fort Fisher; it only required 1,000 to garrison all these forts, which are entirely under the guns of Fort Fisher; that taken, the river is open. Could I have found a channel to be relied on in time, I would have put the small vessels in, even if I had got a dozen of them sunk, but the channel we did find was only wide enough for one vessel, turned at right angles, and we

were not certain of the soundings. There never was a fort that invited soldiers to walk in and take possession more plainly than Fort Fisher, and an officer got on the parapet even, saw no one inside, and brought away the flag we had cut down.

A soldier goes inside through the sally port, meets in the fort, coming out of a bomb proof, an orderly on horseback; shoots the orderly, searches his body, and brings away with him the horse and communication the orderly was bearing, to send up fieldpieces.

Another soldier goes in the fort and brings out a mule that was stowed away; and another soldier, who went inside while our shells were falling, shot his musket into a bombproof, where he saw some rebels assembled together; he was not molested. Ten soldiers who went around the fort were wounded by our shells. All the men wanted was the order to go in, but because every gun was not dismounted by our fire, it was thought that the fort was not injured as a defensive work, and that it would be to lose men to attack it. It was considered rash to attack the works with wooden ships, and even the officers who have been on the bar for a long time (and witnessed the building of the works) thought that half of the ships would be destroyed, and it was said that the only hope we could have of silencing the batteries was in case the powder vessel did the damage expected. We silenced the guns in one hour's time, knocked the fort all to pieces inside and out, and had not one man killed (that I have heard of), except by the bursting of our own guns, in the entire fleet.

We have shown the weakness of this work. It can be taken at any moment; in one hour's time, if the right man is sent with the troops. They should be sent here to stay, land with a month's provisions, intrenching tools, guns, and Coehorn mortars. Ten thousand men will hold the whole country. The rebels have been able to send here, all told, about 4,000 men; 75 of them that were sent to observe us gave themselves up to the Navy. Two hundred and eighteen men, sent on the same duty, gave themselves up to our reconnoitering party, and this would have been the case all the way through.* * * * * * * * I know what they would do, and I shall send and ask him to let some of his troops come and locate themselves in Fort Fisher. If I can't do better, I will land the sailors and try if we can't have full credit for what we do.

I trust, sir, you will not think of stopping at this, nor of relaxing your endeavors to obtain the right kind of troops for the business, the right number, and the proper means of taking the place, even if we fail in our assault.

Every attack we make we will improve in firing, and if the weather would permit I could level the works in a week's firing, strong as they are, but there is only one day in six that a vessel can anchor so close. We had a most beautiful time, and the weather for the attack was just what we wanted.

If General Hancock, with 10,000 men, was sent down here, we could walk right into the fort.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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* Matter omitted erased in the original.—COMPILERS.

Report of Rear-Admiral Porter, U. S. Navy, regarding the effects of the explosion.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off New Inlet, December 28, 1864.

SIR: I am enabled, from information gained from prisoners, to tell you what effect the explosion had on the rebels in and about Fort Fisher. It was entirely unexpected, and the troops were mostly asleep at the time. It created a perfect panic, stunned and disabled the men, so that they refused to fight, notwithstanding all the efforts of their officers; and the severe bombardment that followed so completely demoralized them that 200 men could have gone in and taken possession of the works.

No injury was done to the forts that I can hear of, nor were any of the wooden huts, about a half mile off, thrown down; but on looking at the massive structures built of sandbags, it could scarcely be expected to move them by such a process. That can only be done by continued hammering with shot and shell.

As far as this squadron is concerned, the forts can be silenced at any moment, and taken possession of by a well organized land force.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, deploring the delayed occupation of Fort Fisher.

Confidential. NORTH ATLANTIC BLOCKADING SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., December 29, 1864.

SIR: Since my communication of the 27th it has been blowing and raining incessantly, with a heavy sea running, precluding the possibility of doing anything in the way of offensive operations, and my time and that of half the squadron has been taken up in getting from shore the troops General Butler left there.

Finding that the enemy was not repairing his works, and was dismounting the guns in Fort Fisher, I came to the conclusion that he was doing what I feared he would do, evacuate the present works and build others up the river out of reach of our guns, and where he knows no vessel of ours can get at him; still, it will take him a month to do it, and I thought by that time we could get troops to help carry on the operations.

I thought it best under the circumstances to let the enemy think we had abandoned the expedition entirely, and sent the fleet to a rendezvous off Beaufort, one or two at a time, to look as if they were crippled.

I shall know in a day or two whether the move will have its effect. Fort Fisher is ours at any moment when we can get a moderate and proper kind of force to go into the works when we silence them; they may get 100 guns more in position and it will make no difference.

They are evidently impressed with their weakness, and will no doubt try to remedy the defects in the works. At no time did I permit the vessels to open on them with all their batteries, limiting some of them to about two shots a minute, and permitting the large vessels to fight only one division of guns at a time; the army officers thought that was the heaviest fire they had ever conceived of. And now, sir, I beg that

you will allow me to work this thing out and leave nothing undone to take the place. Could I depend on the sailors for landing I would ask no army force, but a large portion of the crews are new in the service, have little or no knowledge of the musket or drill, and I intend to make no mistakes if I can avoid it. A repulse is always demoralizing, and sailors can not stand the concentrated fire of regular troops. I have a plan, though, by which I could attempt to throw sailors into the works, provided they are not evacuated and the guns transferred to a higher point on the river, for Fort Fisher can't be held half an hour against the attack of the navy and land forces at the same time. When I started on this expedition, you may remember, I said how the place could be taken, viz, with the navy attacking it by water and 12,000 troops properly provided to work on the land. Well, sir, it could have been taken on Christmas with 500 men, without losing a soldier; there were not 20 [sic] men in the forts, and those were poor, miserable, panic-stricken people, cowering there with fear, while one or two desperate men in one of the upper casemates some distance above Fort Fisher managed to fire one gun, that seldom hit anyone.

I feel ashamed that men calling themselves soldiers should have left this place so ingloriously; it was, however, nothing more than I expected when General Butler mixed himself up in this expedition, starting his troops out from Hampton Roads with only a few days' provisions, and without water, trusting to the steamers to make it, which they could not do. The transports were so frail that they should never have left Hampton Roads; the result was, when the time arrived for action the troops were all in Beaufort. He had time then to get enough of them to New Inlet; he and three transports arrived on the first day while we were firing, when the beach was smooth, and having 2,000 men on the ground, all he had to do was to land and take possession of the panic-stricken garrison. Almost every man in the work was stunned by the explosion and unfit for duty; this we heard from the prisoners.

It is scarcely worth while to be impatient under these disappointments; the Navy will have to meet them throughout a war like this, where so many incompetent men in the Army are placed in charge of important trusts. General Butler only came here to reap the credit of this affair, supposing that the explosion would sweep the works off from the face of the earth. Had he supposed in the first instance that there would have been difficulties he would never have joined the expedition.

General Weitzel went on shore, determined what the report of the defenses would be, for General Butler had made an opinion for him. The Department, sir, has no cause to be dissatisfied with the share the Navy has taken in this affair; the ships did their work so beautifully that you will hear of but one opinion expressed by lookers-on.

If this temporary failure succeeds in sending General Butler into private life, it is not to be regretted, for it cost only a certain amount of shells, which I would expend in a month's target practice anyhow.

I am going to send a vessel down to-day to General Sherman, and I think he will come here in person; it is his shortest route to Charleston to take Wilmington first. All I ask of you, sir, is not to withdraw a single ship. I have plenty, it is true, but each man now knows exactly what he has to do, and they are in the mood to attack anything. I am sure that Sherman must have entered Savannah yesterday; he will want but 10,000 troops to hold it, and will be too glad to join me here; then you will see how this prize was allowed to slip through our fingers by a great overcaution, to call it by a mild name. Again, sir, I ask, please don't break up the present squadron of attack until I say that I

can't get into Fort Fisher, and consequently get command of the river, which is at this moment the most important thing to be done. The blockade running once stopped, and the Confederacy can't live a day.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, giving a list of vessels and their commanding officers that participated in the attack.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., December 31, 1864.

SIR: In my accounts of the actions of the 24th and 25th instant, against Fort Fisher, I omitted mentioning the names of the commanders of the different vessels, with the exception of one or two. This might look like an invidious distinction, which was not intended by any means, and though the name of each commander is well known to the public I desire to correct the omission, that history may give credit to those engaged in these actions. The following are the names of all the vessels engaged with the forts, and the names of their commanders. Having so well performed their part in reducing these formidable works to a condition where they could be easily taken possession of, they are entitled to all the credit that they have so well earned:

Vessel.	Commander.	Vessel.	Commander.
Minnesota	Commodore Jos. Lanman.	Vanderbilt	Capt. C. W. Pickering.
Mohican	Commander D. Ammen.	Fort Jackson	Capt. B. F. Sands.
Colorado	Commodore H. K. Thatcher.	Santiago de Cuba	Capt. O. S. Glisson.
Tuscarora	Commander J. M. Frailey.	Tacony	Lieut. Commander W. T. Truxtun.
Wabash	Capt. M. Smith.	Osceola	Commander J. M. B. Clitz.
Susquehanna	Commodore S. W. Godon.	Chippewa	Lieut. Commander A. W. Weaver.
Brooklyn	Commander James Alden.	Sassacus	Lieut. Commander J. L. Davis.
Powhatan	Commodore J. F. Schenck.	Maratanza	Lieut. Commander G. W. Young.
Juniata	Capt. W. R. Taylor.	Rhode Island	Commander S. D. Trenchard.
Kansas	Lieut. Commander P. G. Watmough.	Mount Vernon*	Acting Volunteer Lieut. James Trathen.
Yantic	Lieut. Commander T. C. Harris.	Britannia	Acting Volunteer Lieut. S. Huse.
Maumee	Lieut. Commander R. Chandler.	Quaker City	Commander W. F. Spicer.
Mackinaw	Commander J. C. Beaumont.	Iosco	Commander John Guest.
Ticonderoga	Capt. C. Steedman.	Howquah	Acting Volunteer Lieut. J. W. Balch.
Pawtuxet	Commander J. H. Spotts.	Wilderness	Acting Master H. Arey.
Shenandoah	Capt. D. B. Ridgely.	Cherokee	Acting Master W. E. Dennison.
Seneca	Lieut. Commander M. Sicard.	A. D. Vance	Lieut. Commander J. H. Upshur.
New Ironsides	Commodore Wm. Radford.	Moccasin	Acting Ensign James Brown.
Monadnock	Commander E. G. Parrott.	Gettysburg	Lieut. R. H. Lamson.
Canonicus	Lieut. Commander George E. Belknap.	Alabama	Acting Volunteer Lieut. Frank Smith.
Mahopac	Lieut. Commander E. E. Potter.	Keystone State	Commander H. Rolando.
Saugus	Commander E. R. Colhoun.	Nansemond	Acting Master J. H. Porter.
Nyack	Lieut. Commander L. H. Newman.	Emma	Acting Volunteer Lieut. T. C. Dunn.
Unadilla	Lieut. Commander F. M. Ramsay.	Tristram Shandy	Acting Ensign Benjamin Wood.
Huron	Lieut. Commander T. O. Selfridge.	Governor Buckingham.	Acting Volunteer Lieut. J. MacDiarmid.
Pequot	Lieut. Commander D. L. Braine.	Litte Ada	Acting Master S. P. Crafts.
Pontoosuc	Lieut. Commander Wm. G. Temple.		
Nereus	Commander J. C. Howell.		

* See abstract log U. S. S. *Mount Vernon*, p. 342.

I should have mentioned that the *Saugus*, Commander Colhoun, was not in the first day's fight. She arrived from Hampton Roads the

morning of the 25th, just in time to take her place with the other monitors, and anchored within 800 yards of Fort Fisher; though there was no response of any consequence from the fort, she did good service in knocking away traverses, etc., and only fired slowly until the army should come up. At no time during this day's work did any vessel open all her batteries; the order was to "fight only one division of guns from each vessel." Some vessels only fired one shot or shell per minute, holding on for the moment when it was expected the troops would approach and enter, for that would have been the result. I can not conceal my dissatisfaction, nor can the officers under my command, at the turn things have taken. My first dispatch to the Department will show you how sanguine I was that the works would be ours before sunset if the troops came up. I supposed that the assaulting was a matter of course, knowing that as soon as the troops landed and surrounded the works in the rear the white flag would be hung out. But reports of large armies coming up to the relief of the rebels changed all the general's plans, if he ever had any. To show how absurd such apprehensions were, every rebel soldier seen gave himself up the moment our troops were ashore, when they had nothing to fear from their own people; this would have been the case all the way through had the troops all landed.

General Butler mentions in his letter to me that he had captured Flag Pond battery with 65 men, and Half Moon battery with 218 men and 7 officers.

This is making capital out of very small material. Flag Pond battery was some loose sand thrown up, behind which the rebels used to lie with fieldpieces and fire at our blockaders when they chased "runners" inshore. It does not deserve the name of a work; 65 or 70 rebels in it came forward and delivered themselves up to the navy and were taken on board the *Santiago de Cuba*. The men in Half Moon battery (which is no work at all, and exactly like the other) came forward and delivered themselves up to the army; they could easily have escaped had they desired to do so. There were no guns in these temporary works, and no protection in the rear. The country will scarcely be cajoled, as it has been a hundred times during this war, by announcement of captures having no foundation whatever. I am not very particular, I am well aware, how I express myself in these cases. I have always said what I thought since the first day I took up arms to fight this rebellion, and I intend to do so (impolitic though it may be) until the war is over.

I intend to write my share of the history of this rebellion and place it on record where future historians can have access to it. I have never omitted to give the army full credit when cooperating with it, and I shall unhesitatingly say what I think when an expedition is trifled with and treated as if it was a grand tournament for the amusement of lookers-on. From beginning to end the military part of the expedition has been a failure.

In the first place, the men were thrown into indifferent transports (that could not even condense water) and with only ten days' rations: a storm was just commencing which lasted five days, during which time nothing could be done. Instead of rendezvousing at Beaufort, N. C., they anchored with the fleet out at sea; they were driven away the first gale, which the monitors and our smallest tugs rode out. It was never intended by the commander of the troops that they should do anything when they came down here except to enter the works we had silenced; that we could have done ourselves without the aid of the soldiers, had the fort surrendered.

We all know very well that a fort on shore, unless attacked by troops at the same time ships are bombarding, will always hold out against the ships, that is, the enemy will leave the works (and let the ships fire away) and enter again when the ships have gone. We know from the history of this war that in no case have we failed to take a fortification where the troops did their share of the work, and this is what troops under the command of General Butler failed to do. The brave fellows who showed the way into the works and brought off horses, mules, and flags should have their names chronicled far and near. Had the same spirit been felt in other quarters, Christmas would have been a happier day than usual with the nation. There was evidently a misapprehension on the part of the military leader that we could not cover and protect troops on shore.

This fleet demonstrated its ability to hold on at anchor in deep water, and 20 miles from shore, through a heavy gale from the southward—all gales from this direction, however, never blowing home, or blowing less as the shore is approached. The only gales to be dreaded here are the northeasters, and then the vessels would lie along the shore with their broadsides bearing on the beach. This fleet would drive off an army of 300,000 men (intrenched or attacking) on such a level field as that where our troops landed.

Seven hundred men were left on the beach by General Butler when he departed for Fortress Monroe, and we had no difficulty in protecting them from the rebel army, said to be in the background, which was a very small army after all.

General Bragg must have been very agreeably disappointed when he saw our troops going away without firing a shot, and to see an expedition costing millions of dollars given up, when the hollowness of the rebel shell was about to be exposed.

All through this war we have lost chances never to be recovered owing to the timidity of commanders, and their hesitating to attack what offers itself the most easy of conquest. The report of an army coming up (which army never existed) changes the whole plan of a campaign, when, in my opinion, it would be better to face the army of the enemy and see what stuff they are made of.

Here was our fleet of 600 guns commanding a peninsula 2 miles wide only, and able to cover for miles any number of troops we might land. I call this a dead failure; there is no use in mincing matters, for though the navy did all that was expected of it, or could do, we gained no results. We will only have the satisfaction of knowing that the naval part was well and handsomely done, and that we will do it again the first opportunity.

It is now blowing heavy from the S. W., and the larger vessels are riding it out nicely outside. This is the only wind we care for on this coast; in all the other gales we can find a lee.

If you, sir, have no intention of making any change in the number of vessels in this squadron, I would respectfully say, let us work this matter through, at least defer any changes until I say that we have given up taking the forts.

The rebels will no doubt claim a victory; a failure is half a victory; they foreshadowed the failure in their papers, and stated what would be the cause, which came true.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, making criticisms on the report of Major-General Butler, U. S. Army.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 22, 1865.

SIR: I have read the report of Major General Butler in relation to the late expedition to Wilmington (in which he bore a part), and though late results (the capture of Fort Fisher) have completely refuted the assertions of Generals Butler and Weitzel, I deem it due to the naval part of the expedition that General Butler's report should receive some notice at my hands.

To use the mildest terms I can, I pronounce the whole report a tissue of misstatements from beginning to end, scarcely equaled by the misstatements made regarding the lieutenant-general.

The navy had been waiting for two months to start on this expedition, but for reasons known to the lieutenant general and myself, and which were perfectly satisfactory to me, the proper time was waited for; we wanted a success, not a failure.

General Weitzel was selected, and General Butler's name was never connected with the expedition, except to fit it out. When the expedition did prepare to start, it was going to the attack on the supposition that the powder vessel (originally proposed by General Butler) would blow the forts down, and the troops would have nothing to do but to walk in.

I was not opposed, myself, to the experiment (for I think everything worth trying) and gave all my time and attention to the enterprise and fitting out the vessel. I was hard at work getting ready, filling her with powder, and had placed her in the carpenter's hands, the weather looking very squally. Judge of my surprise when General Butler came on board the flagship at Norfolk and told me he was embarking the troops in transports and would be ready to start in two days. I told him that was out of the question; a heavy southwest gale was coming on that would last three days at least, and we could not go to sea at such a time, neither could his transports move. My advice was "not to embark the men until the gale was over."

He did embark the troops, nevertheless; the gale blew heavy for four days, and the troops must have been very uncomfortable. At the end of that gale the fleet sailed. I told General Butler that my vessels were all slow, the monitors would have to be towed, would have to go into Beaufort to fill up with ammunition and coal, as I was afraid to venture them at sea with too much in. I advised him to wait until we had got thirty-six hours start of him, and also recommended him to rendezvous at Beaufort, N. C., where he would find a good harbor. Even up to this time he did not tell me that he, himself, was going along, but led me to believe General Weitzel was to be in command. He did not take my opinion about sailing; his transports sailed before any of the fleet except the monitors, and instead of rendezvousing at Beaufort, where I could hope to find him, he rendezvoused off Masonboro Inlet, showed his flagship, decked out with flags, to the enemy at Fort Fisher, and had one of his transports fired on by guns near the fort. In the meantime, I worked night and day at Beaufort to get the monitors ready and complete the arrangements for the powder boat, and I sailed when ready.

There was no time when any troops could have landed without danger up to the time the first attack took place. I was to be the judge of that, not General Butler; for I had not that faith in his generalship

which would induce me to follow him blindly, though I determined to do all I could for him and make the expedition a success if possible.

I soon saw, though, that General Butler depended on the powder boat entirely, and I said we would have no assault, from the beginning.

I will now proceed to notice General Butler's report in detail and state where it is incorrect.

He first says he gave the navy thirty-six hours start. That is untrue. The transports started before the navy, or disappeared; General Butler, himself, left after I did. He speaks of the "finest possible weather" he had at sea, but says nothing about the surf on the beach; no boat could land on the beach unless the wind has been blowing strong off the land, and on the days in question, by looking at the log book, you will find the wind blowing S. W. and S. On the 15th the monitors had not arrived at Beaufort, and on the 16th and 17th were coaling and filling with ammunition and had to wait a smooth time to get over the bar, the wind blowing S. W. on the 16th, 17th, and 18th, and throwing in a heavy surf on the beach. On last of these nights Mr. Bradford, of the Coast Survey, came near being capsized in the breakers while making a reconnoissance. It was General Butler's duty to have rendezvoused at Beaufort and wait until the monitors and powder boat (on which he so much depended) were ready; the movements of the light transports should have been subordinate to the large and slow-moving frigates and ironclads, and he should have been where he could have arranged with me all the details of the attack. But no; he kept out of my way, and I think did it studiously. When I arrived on the ground of the naval rendezvous with the monitors I found General Butler there.

I ordered the powder boat in on the night of the 18th (the smoothest beach we had had), but at General Butler's request, communicated through General Weitzel, in the presence of the fleet captain (Lieutenant Commander K. R. Breese), I postponed the explosion until General Butler should say he was ready. The correspondence on this subject has all been sent to you, and you can judge for yourself how far General Butler's statement is true.

General Butler states that "Admiral Porter was quite sanguine that he had silenced the guns of Fort Fisher; he was then urged, if that was so, to run by the batteries into Cape Fear River, and then troops could land and hold the beach without difficulty or without liability of being shelled by the enemy's gunboat *Tallahassee*, seen on the river." That is a deliberate misstatement. General Butler does not say who urged me, but I never saw him or his staff after the landing on the beach, nor did I ever have any conversation with him, or see him (except on the deck of his vessel as I passed by in the flagship) from the time I left Fortress Monroe until he left here after his failure.

He showed himself by that remark just as ignorant about hydrography as the rebel General Whiting did when he built his fort where he supposed large ships could not get near enough to attack it. Neither myself nor anyone in the squadron had the faintest idea where the channel was, or what depth of water there was in it. We knew there was an outer and inside bar, between which was included the heaviest fortifications in this country, on which bars the blockade runners constantly grounded and had to wait for high water to get off. After we had no guns to annoy us, and I had the channel sounded out and carefully buoyed, nearly all the gunboats of light draft got badly aground and remained there for a whole tide. We were forty-eight hours getting gunboats of light batteries over the first bar, and they had to anchor under the guns of the heaviest forts. They would have fared

badly had the rebels manned them. Three days were consumed in getting the gunboats over the rips, and one of them is stuck there still. The rips were commanded by about twenty X-inch guns and 100-pounders, and not a gunboat would have been left had they attempted to run the batteries. It might have been sport to General Butler, but it would have been death to the gunboats. I never had the slightest intention of passing the batteries until the fort was taken. The Department saw my plan and the utter impossibility of doing so.

I would certainly not have been influenced by General Butler's opinions in nautical matters, or risked my vessels to amuse him.

All the next paragraph in General Butler's report, in relation to what the admiral said, and what the admiral declined to do, is false from beginning to end. I never had any conversation of the kind with anyone; indeed, the whole report is a tissue of misrepresentations, including the part that says the instructions he received did not contemplate a siege, etc., when he knows he never received any instructions, and joined the expedition without orders.

General Butler speaks of pushing up his men to within a few hundred yards of Fort Fisher and capturing Half Moon battery and its men.

The general certainly must have had something in his eye and did not see well. Half Moon battery is 4 miles from Fort Fisher, had one gun in it, which was silenced after a few shots from the gunboats and no one ever entered it. It was a small sand hill that 20 men could have taken. Flag Pond battery was a larger work thrown up by the rebels, in which was one 8-inch gun that had burst some time ago. The gunboats shelled it, and on the landing of the first boat load of troops the seamen went up and found some boys and old men in it (North Carolina Junior Reserves), and carried them off to the *Santiago de Cuba*. The prisoners were quite willing to go. The troops afterwards surprised 218 officers and men near Fort Fisher and captured them.

General Butler speaks of having run in the *Chamberlin* to within a few hundred yards of the fort; if he ran that close and was not fired at he must have supposed the fort was silenced; but he never was within one mile and a half of the fort, nor did he ever land, himself.

What General Butler says about the difficulties of assaulting, owing to palisades, ditches, and other bugbears, has been refuted by the successful assault made by General Terry on the land side, and the unsuccessful one made by the sailors on the sea face of the fort, when 30 gallant officers and seamen reached the top of the parapet and planted the flag. Soldiers who were accustomed to the work would have succeeded there easier than where General Terry assaulted, as the ascent (where the sailors went in) was easier.

The same troops that General Butler had did the work finally, and took the most difficult side of the works.

General Butler admits that the fire of the navy did keep the enemy in his bombproofs, but he feared it would keep his (Butler's) men out when they attempted to assault. General Terry was influenced by no such fear; on the contrary we fired 20 yards ahead of our troops while they were fighting from bombproof to bombproof, and the general constantly signaled, "Fire away; your shells are doing good execution and our men are in no danger from them."

In the meantime (General Butler says) "The weather assumed a threatening aspect, and the surf came rolling in on the beach, and the landing became difficult."

I assert that the landing on that day was smoother than when General Terry landed. I arranged with General Butler's chief of staff,

General Weitzel, to land the troops early in the morning. I gave him boats, vessels, everything, in fact, that he asked for, and at 3 o'clock p. m. not more than 3,000 men were on shore, with one day's rations. With General Terry I commenced to land the men at 8.30 a. m., and at 2 p. m. 8,500 men were on the beach, with twelve days' provisions and all the intrenching tools. The men were rolled over in the surf, wet their cartridges, and filled up with more.

They went there to stay, and I knew we would have the fort before many days, from the conduct of the men and officers. There was no necessity for General Butler reembarking his men on account of the weather; it was rough on the beach, but our boats from the fleet communicated at times and when it was necessary. The gunboats laid within 600 yards of the beach and covered the troops left on shore when the general went away after hearing the news from some North Carolina Reserves that Hoke's Brigade was advancing and that the fort was strongly reinforced; but what if it was, we came down here to take it, and General Terry with the same men did take it; they were determined to follow their brave general wherever he might think proper to lead.

After General Butler left for Fortress Monroe it was rather rough, too rough to land troops or bring them off; but it only lasted twenty-four hours, and the troops came off without much difficulty; in fact, there was no time when communication stopped altogether.

Had General Butler commenced landing men (with the determination to stay) at 8 o'clock in the morning they would all have been ashore by sunset.

We landed General Terry's 8,500 men in five and one-half hours, and had time to give the fort a good battering before dark.

General Butler says he gave orders to the transports to sail for Fortress Monroe as soon as the troops were on board, in obedience to the orders of the lieutenant-general.

General Grant never contemplated the withdrawal of the troops; he sent them there to stay, and having once effected a landing he knew that the most difficult part was done. The army was in possession of that narrow neck of land, and covered by the guns of the fleet, the capture of Fort Fisher was a mere matter of time. (In a heavy gale blowing yesterday and to-day the vessels outside did not desert their posts.)

General Butler states that the garrison of Flag Pond battery belonged to Kirkland's Brigade. He is in error there; they were a part of the Junior North Carolina Reserves.

He also states that he captured 2 heavy rifled guns, 2 light guns, some caissons, etc. No such captures were ever made, and the captured forts about which so much has been written were rough earthworks thrown up for the purpose of firing at blockaders when they chased close inshore: they made no resistance after a few shots were fired by the gunboats.

I have nothing to say in relation to General Weitzel's report beyond this—he has made mistakes in his statements. He admits that he requested me to wait a few days until we could cooperate more favorably, on which I suppose General Butler grounds his belief that the navy detained him.

I did wait, and have waited ever since, until the right man and a good time offered to take the forts. They were taken, as I said they could be, and that is the strongest argument in favor of the navy, on whom it was foolishly attempted to fix this blunder.

As it has turned out, the first failure had its advantages, and the country will derive great comfort therefrom.

If General Butler had not descended to a subterfuge to cover his mistakes, I would willingly have allowed him to go into retirement with the honors he has won, but no man shall reflect unjustly on me or the corps to which I belong without his hearing from me in some way or other.

The enclosed papers* may, perhaps, throw some light on the Wilmington matter. If they prove to be true, the accused merits a severer punishment than the odium cast upon him by the public. If they are not true, he should have the benefit of the fact.

I have sent you documents and extracts from log books to show that what I say is correct, and the log books of the whole fleet can be examined if necessary.

In conclusion, permit me to say that I don't see what it matters whether General Butler's troops landed one day or another; he decided the fort could not be taken when he did land; he could not expect the rebels to leave a work like that with less than 500 men in it, and he certainly could have tried to assault that number. General Terry had 2,300 to contend against, and he carried the works without a very serious loss, considering the importance of the position to the country.

I enclose you the report† of the rebel General Whiting, who states plainly that "no reinforcements had arrived until Tuesday morning (the 27th), when all our troops were embarked."

If the evidence already presented is doubted, the report of General Whiting can not be; therefore the excuse for reembarking the troops because the forts had been reinforced by Hoke's Division is a poor one.

General Whiting says: "The garrison remained steadily awaiting the renewal of the assault or bombardment until Tuesday morning (the 27th), when they were relieved by the supports of Major-General Hoke and the embarkation of the enemy." This was two days after the attack of the navy and the landing and reembarking of the troops.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, making criticisms on the military operations.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., January 9, 1865.

SIR: I understand that there is now an attempt being made to create an impression that I delayed much longer than was necessary, and could have attacked on the 18th as well as on the 24th. I don't see what that has to do with the question under discussion. We went down to silence the batteries; demoralize the men in the forts so that the army could easily assault the works. It would be a matter of no consequence whether this was done on the 18th or the 25th, as long as we did our share of the work effectively, which I believe no one denies. If the army, after landing on the 25th, would not undertake the assault,

* These papers are omitted as unnecessary to publish. They have been printed in Report of the Secretary of the Navy for 1865, pp. 69–70, and in Report on the Conduct of the War, volume 2, Fort Fisher Expedition, pp. 208, 209.

† See p. 365.

they would not have done so on the 18th. The delay, if any, gave them 1,000 men more, a large steamer and another transport under General Ames having come in on that day.

When General Butler was about to start from Fortress Monroe (having embarked his men in a storm when I told him he could not possibly leave for three days) I requested him to wait a day after I sailed, as my vessels were slow, and I would have to fill up the powder vessel; but finding that the monitors were going, he started off for the rendezvous he had established himself, showed himself and some of his transports to the enemy, was fired at by the forts, and revealed our whole design.

Now for the log book: On the 16th December wind was S., with a swell rolling in on the beach, so that no boat could land; one hour only during the day was there a N. W. breeze.

On the 17th, wind S. W., a heavy sea rolling in on the beach.

18th. Wind E. and N. E., E. N. E., E. by N., blowing right on the beach—no boat could land.

19th. Wind fresh, E. S. E. and S. W., with a swell setting on the beach.

20th. For a little while wind W. N. W., but shifted to E. N. E., blowing fresh; heavy breakers on beach.

21st. A gale coming on from the southward and eastward, which ended by blowing heavy from southward and westward; heavy breakers on beach.

22d. The wind shifted to westward; all the transports are out of sight—gone to make a harbor at Beaufort; at midnight wind off the land, but heavy breakers on the beach and all over the bar, heavy swell from seaward; steamed in under the land.

23d. Wind N. N. W. and beach comparatively smooth; steamed in and reconnoitered; still too much sea for a boat to land without capsizing; met General Butler's dispatch boat at 5:30 p. m.; sent word to General Butler that the time was so fair that I would blow up the boat at midnight, and attack in the morning; we were 69 miles from Beaufort. The captain said his boat could make 14 miles per hour; this would give him five hours to go to Beaufort, which would put him there at 11 o'clock p. m. General Butler leaving with the transports at 6 o'clock in the morning could have reached the bar at 1 o'clock, allowing him to make 9 miles an hour, which all his transports could do. We did not attack until 12, and General Butler only came in with his own vessel and two or three transports at sunset. He saw the fort silenced—defeated, as far as the navy was concerned, and no doubt could be left on his mind about our ability to do the same the next day; it was the preliminary attack to test the strength of the works.

The programme was made, the troops landed, and without the faintest sign of an assault beyond what was done by one or two gallant soldiers, the army commanders conclude that the work was "substantially uninjured as a defensive work." The letter of Lieutenant-Commander Temple and the testimony of deserters prove that the works would have been ours had the troops been allowed to assault as they desired. What matters it, then, whether we attacked on the 18th or 24th? The result would have been the same.

General Butler left Fortress Monroe with his troops in transports that could not lie at anchor in rough weather that was ridden out by our monitors, tugs, and small side-wheel boats, the powder boat *Louisiana* hanging to the stern of another vessel. General Butler having left the ground with his vessels, where my lightest vessels held on, was not on the ground to take advantage of the first day's good weather, though

that had nothing to do with the matter, as he did not do anything when the landing did take place; so what matters it when it was done?

General Butler, with all his soldier-like qualities, could scarcely be considered as good a judge of weather and the proper time of landing as myself, and as a sensible person would not venture to put his opinion in opposition to mine, even backed by some old sailor on his flagship.

I do not ascribe to him, therefore, the excuse made for not taking Fort Fisher when we had opened the gate for him. I attribute the report that we had wasted time to some of the junior members of the staff who are not as good seamen as the general. At all events, if we lost any time in the beginning, we made up for it when we went to work; but, allowing that we lost time, that the beach was as smooth as paper, it don't account for not taking Fort Fisher, when the works were battered and burned to that degree that there appeared no life within the walls.

The military part of the expedition was got up in a most unmilitary manner; the troops were placed in inferior transports, that could not condense water and had a short allowance only on hand; the troops had four days' cooked rations (which were eaten up while lying in the storm at Hampton Roads), and ten days' other rations; there were no intrenching tools of any kind; no siege guns; the whole proceeding indicated that the general depended on the navy silencing the works and he walking in and taking possession. No allowance was made for contingencies, for bad weather, or for delays after getting on shore; the powder boat, when it exploded, was to have done the whole thing; the walls of a strong sand fort were to have been blown down and the rebels all be discomfited.

I thought a good deal would be done by the explosion, but still I laid in a double allowance of shell and shot, and did not depend on a doubtful experiment. Starting as that expedition did was not the way to make war, and landing troops who were full of enthusiasm and then embarking them again when they were eager to seize the trophy laid at their feet was not the way to improve the morale of an army.

No matter what might have been the delay on my part (and there was none), the general failed to take advantage of the opportunity I gave him to take the fort when a large portion of the troops were landed and stood within 150 feet of the works unmolested, some few of them going on the parapet. No musketry or grapeshot were fired at him during the day; a few muskets, about twenty, were fired after nightfall by the alarmed rebels, and one or two guns, but the *Ironsides* opened her broadside and the firing ceased immediately. Ten of the pickets were left by forgetfulness near the forts after nightfall, and they saw quite a number of men leave the works and embark in boats, which was the garrison leaving to prevent capture. Until late in the day on the 26th the forts laid at our mercy, and if the men had not been brought off the rebels would have surrendered when they marched up and the navy opened fire. All the reasoning in the world will not make this affair appear in a better light. I have no doubt that had the army been obliged to assault the works alone, without the fire of the navy, they would have been well handled, but as matters stood we have every proof that the fort was ours.

It is useless, then, to excuse a military blunder by trying to make out that the navy was behind time.

The ships laid two months at Hampton Roads waiting for the army to move, and we were satisfied with the reasons that General Grant gave for not sending troops. There was no necessity after all that delay for rushing into the matter unprepared and when the weather was unfavorable; a more flimsy excuse could not be invented.

In making these statements I do not do so for the purpose of making any excuse whatever for the naval part of the expedition. I consider that a settled thing in the estimation of the whole country, but I have so often during this war seen attempts made to cast odium on the navy that, in self-defense, I put myself on record, wishing this used only if found necessary to correct false statements.

I am quite sure the Lieutenant-General feels as I do; he says in a communication to me: "Dear Admiral: Hold on where you are for a few days and I will endeavor to be back again with an increased force, and without the former commander."

The remark is not very suggestive of confidence in the late management of affairs.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Radford, U. S. Navy, commanding ironclad division.

U. S. S. NEW IRONSIDES,
(*Anchored at sea, Beaufort bearing N. N. W., distant about 5 miles*), *December 31, 1864.*

SIR: I have the honor to report that, in obedience to your orders, I took position under the guns of Fort Fisher, from 1,300 to 1,500 yards distant, or as near as the depth of water would permit, the monitors *Canonicus*, *Monadnock*, and *Mahopac* following the *New Ironsides* in. As soon as I anchored I opened my starboard battery and continued a well-directed fire for five hours. Night coming on, I hauled off in obedience to orders. On the morning of the 25th the ironclad division again led in under the guns of Fort Fisher and took the position we occupied the day previous. The *Saugus* having arrived the night previous, took her station, and this division, in connection with the others, drove the men from the guns in the fort, they only firing one or two guns, and those at long intervals. All the monitors were handled and fought well. Lieutenant-Commander Belknap took the inshore berth, and is reported to have dismounted one or more guns in the fort.

Judging from the immense number of shells which struck the fort, it must have been considerably injured. Several guns were reported to have been dismounted; two explosions took place and three fires. The face of the fort was very much plowed up by the shells from the fleet.

If the fort was uninjured (as a defensive work), no artillery known to modern warfare can do it. My impression is that any considerable number of troops could have stormed and taken the fort immediately after the second day's bombardment with but little loss. All the officers and men belonging to the *New Ironsides* served their guns and country well, and I am greatly indebted to Lieutenant-Commander Phythian, the executive officer, for his energy and ability in getting the crew and ship in such good fighting order.

Very respectfully, your obedient servant,

WM. RADFORD,
Commodore, Commanding Ironclad Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Monadnock, in response to General Order No. 75.

U. S. IRONCLAD MONADNOCK,
Beaufort, N. C., January 2, 1865.

ADMIRAL: In obedience to your General Order No. 75, I have the honor to make the following report of the participation of this vessel in the attacks on Fort Fisher on the 24th and 25th December:

We engaged at 1,100 or 1,200 yards' distance; the first day underway, the second at anchor. The fire of the fort was very soon controlled by that of our ships, and during both attacks was quite feeble, especially so on the second day. I noticed long intervals of silence on the part of the rebels. Most of their guns were abandoned, and the few fired from time to time only loaded after repeated efforts. Their men were often driven away as many as five times before completing the loading.

The projectiles from our vessels rained upon the fort, and did, I think, whatever damage shot and shell are capable of doing to sand fortifications.

There could have been, in my opinion, no troops in or near Fort Fisher not protected by casemates, bombproofs, or other close shelter, which were kept immediately available when a few men ventured out to load a gun. I think their number, compared with that of our land forces, must necessarily have been small, and that our fire would have prevented them from showing themselves or manning their works before our troops were up with them, and consequently, with great deference to the opinions of others, mine is that an assault would have been successful.

The fleet had for some time slackened its fire, under the impression that this state of readiness for an assault had been produced.

The officers and men of the *Monadnock* have, during these engagements and the severe weather before and after them, done their duty gallantly and well. Our fire was, I think, accurate and effective.

It is right that I should individually mention Lieutenant-Commander J. N. Miller, who, besides his coolness and skill in managing the guns, has been of great service in aiding me to get into efficient condition a vessel necessarily very much hurried in her recent outfit; also Assistant Paymaster John S. Woolson, who acted as signal officer and aid, and by his zeal and coolness and reliable judgment was of great assistance to me.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron,

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Saugus.

U. S. IRONCLAD STEAMER SAUGUS,
Beaufort, N. C., December 31, 1864.

SIR: On the 25th instant, at 11:45 a. m., I anchored the *Saugus* in 3 fathoms water, within 800 yards of Fort Fisher, and opened fire. There was so little wind that the smoke prevented our seeing the effect of most of our shell. Still I had the satisfaction of seeing one gun dismounted by our fire, and also one by that of the *Canonicus*. My attention was so much engaged with watching our own firing on the northern

portion of the fort, and for the advance of the army, in order to fire with rapidity just before the assault, that I did not observe closely the effect of the firing from the other vessels. From the great number of shells which exploded in the fort, the damage must have been very great. I saw that the enemy fired very little, and that only from three guns in Fort Fisher. I believe the fort could have been taken by assault with but little loss to the army.

At 5:40 p. m. we ceased firing.

We expended 63 shells and 1 shrapnel; total, 64.

Very respectfully, your obedient servant,

EDMD. R. COLHOUN,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Belknap, U. S. Navy, commanding U. S. S. Canonicus.

U. S. S. CANONICUS,
Beaufort, N. C., December 31, 1864.

SIR: I have the honor to submit the following report respecting the part taken by this vessel in the actions of the 24th and 25th instant at New Inlet, near Wilmington, N. C.:

At 11:15 a. m., December 24, in obedience to general signal from the flagship, I got underway, and taking position in line of battle immediately astern of the *New Ironsides*, steamed slowly in for Fort Fisher, and at 12:40 p. m. opened fire upon that work. Keeping underway, I engaged the enemy during the afternoon at a distance varying from 900 to 1,200 yards.

The enemy paid little attention to the ironclads, directing their principal fire at the wooden ships, and in course of an hour and a half, so far as I could observe, were entirely silent.

At 5:35 p. m. withdrew from action by signal from the *New Ironsides*, and anchored near that ship in 8 fathoms water, having expended 85 XV-inch shells and 1 shrapnel.

At 9 o'clock the following morning, general signal having been made to get underway and prepare for battle, weighed anchor and steamed in toward the rebel batteries as on the preceding day, and at 10:45 a. m. began to engage the enemy. In the course of three-quarters of an hour we had the satisfaction of dismounting two guns on the eastern parapet of the fort, due to the excellent gunnery of the executive officer, Lieutenant R. S. McCook.

About 12 o'clock (noon), the other monitor having closed up near our position, came to anchor at a distance of 800 yards from the fort.

At 2:40 p. m. our ammunition had become exhausted, when I reluctantly withdrew to the rear, having fired 49 shells and 9 shrapnel.

Probably no work was ever subjected to so heavy a fire before, and certainly the enemy could not and did not stand at their guns after the fleet had fairly become engaged. From the explosion and large fires which occurred inside the rebel works, there could have been no place of refuge for the garrison except in the bombproofs, and I am firmly of the opinion that at any time after 3 o'clock p. m on each day of attack, the fort might have been occupied and held by our land forces with very slight loss. Their failure to do so was doubtless more of a surprise to the enemy than to the fleet.

We received in all four hits; one on the side armor and three on the smokestack, neither of which did any material damage.

I am happy to report no casualties on board.

The guns and turret worked beautifully, and the officers and crew displayed the greatest enthusiasm throughout both engagements. While all did their duty well, I can not forbear special mention of the executive officer, Lieutenant R. S. McCook, who has been untiring in his efforts to make the ship efficient in every respect; the accuracy and comparative rapidity of our fire attest the proficiency of the guns' crews under his drill and training.

My thanks are also due to Chief Engineer D. B. Macomb, who has taken great pains to keep the engines and turret machinery in perfect condition.

Assistant Paymaster R. P. Lisle rendered good service as signal officer.

Very respectfully, your obedient servant,

GEO. E. BELKNAP,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Lieutenant-Commander Potter, U. S. Navy, commanding U. S. S. Mahopac, regarding action of the 24th of December.

U. S. S. MAHOPAC,
Off New Inlet, December 24, 1864.

SIR: I have to report that this vessel got underway in obedience to your signal at 7:15 a. m., and proceeded to join the ironclad division. Just after going ahead to our position in line of battle the steering gear gave way, two castings in turret chamber breaking. I immediately made signal, "Wheel disabled," and the *Alabama* was directed to take us in tow. She did so. I got the wheel up in turret chamber and endeavored to steer by it, but could not. Upon examination (by taking off a plate, dangerous under the circumstances, in a seaway) found the wire wheel rope had slipped off the arc. Got up the sea wheel and got into position. As our helm was jammed hard astarboard the *Alabama* could not do much with us. She got the hawser under our starboard anchor, and I was compelled to cut it. We took it again, and then it parted. By that time I had the sea wheel fitted, and went ahead with our own steam. Anchored in obedience to General Order No. 70, and opened fire at 1:30 p. m. Fired 41 shells—39 10-second and 2 7-second fuzes; estimated distance of Fort Fisher 1,850 yards. Received one shot over engine room, breaking one plate and starting another; breaking deck through, and carrying away our starboard rudder chain. It does seem as if our steering gear was fated to be disabled.

I commend to you John Gifford (quartermaster) and Frederick Miller (coxswain) for steering a monitor into action outside of turret pilot house. Our sea steering apparatus, which we used, is so fitted that we can not steer and use the guns at the same time. I have also to report that the compass which was suspended in the wardroom was broken by the concussion of firing, and all the alcohol ran out.

Very respectfully, your obedient servant,

EDWARD E. POTTER,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Potter, U. S. Navy, commanding U. S. S. Mahopac, regarding action of December 25.

U. S. S. MAHOPAC,
Beaufort, N. C., January 1, 1865.

SIR: In obedience to General Order No. 75, I have to make the following report:

On the 25th ultimo, at 9 a. m., I moved this vessel into line of battle in obedience to signal from the *New Ironsides*, and anchored 1,100 yards from Fort Fisher and 300 yards from the beach. Commenced action at 11:20 a. m. I found after the fleet got to work but two guns firing at us, one Whitworth, small size, and one Brooke, 120 pounder, as near as I could judge. During the p. m. saw a line of skirmishers advance toward the fort entirely unmolested. No other body of troops advanced nearer to the fort than an earthwork that I judged to be full 1½ miles from the main work.

I remained at anchor until dark. My impression of the action is, that if the skirmishers had been properly supported and the assault made, Fort Fisher would have been captured.

I would recommend to your notice Acting Assistant Paymaster Pool, who took soundings and assisted me with signals, the only officer except myself outside of the protection of the vessel.

I am, sir, very respectfully, your obedient servant,

EDWD. E. POTTER,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Abstract log of the U. S. S. Nyack, Lieutenant-Commander L. H. Newman, commanding.

December 24, 1864.—At 12:15 p. m. crossed Beaufort Bar, discharged pilot, and stood down shore to the westward.

December 25.—At 6:30 a. m. made the entrance off Wilmington Bar. At 8 a. m. arrived abreast of the flagship *Malvern*, and captain went on board. At 9:30 got underway and stood in for the batteries. At 10:30 ironclads opened fire on Fort Fisher and the shore batteries. At 11:20 went to quarters and took up position near the *New Ironsides*, and opened fire on enemy's works. At 11:30 action became general, with but occasional response from the enemy. From meridian to 4 p. m.: Still continued fire on the enemy's works. At 2 p. m. the flagship made signal, and in obedience, continued to fire slowly with one gun. Enemy firing with more rapidity, and shot and shell falling near the ship. At 3:15 fired more deliberately. At 3:30 ceased firing. Ironclad *Canonicus* withdrew from fire, passing near the ship. At this time the enemy were firing with more rapidity and accuracy. During the watch the troops landed under cover of the fleet and advanced in line of battle toward the enemy's works. At 4:15 a fire broke out in the enemy's main works. At this time firing from the fleet became general and very rapid. At 5:30, in obedience to admiral's orders, ran in and came to anchor near the beach in 5 fathoms water. At 6:10 a boat from the *Seneca* came alongside and reported that she had been on shore and that the army skirmishers had advanced and occupied a portion of the enemy's works, capturing 218 prisoners, who were on their way to reinforce the fort. From 8 to 12, midnight: At anchor near the beach, covering the land forces. Constant and heavy firing during the watch.

Report of Lieutenant-Commander Ramsay, U. S. Navy, commanding U. S. S. Unadilla.

U. S. S. UNADILLA,
Beaufort, N. C., December 29, 1864.

SIR: I have the honor to report that, in obedience to signal on the 24th and 25th instant, this vessel, in company with the fleet, engaged the enemy's batteries at New Inlet, North Carolina.

For casualties I respectfully refer you to the surgeon's report, forwarded on the 27th instant.

The vessel was not injured.

Having expended all the ammunition on the 25th instant, in obedience to orders all the boats of this vessel were sent to assist in landing the troops.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Ramsay, U. S. Navy, commanding U. S. S. Unadilla, transmitting surgeon's report.

U. S. S. UNADILLA,
Off New Inlet, North Carolina, December 27, 1864.

SIR: I have the honor to enclose herewith the surgeon's report of casualties on board this vessel in the engagements of the 24th and 25th instant.

Acting Ensign Field was wounded by a piece of shell from the U. S. S. *Ticonderoga.*

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Enclosure.]

U. S. S. UNADILLA,
Off Fort Fisher, N. C., December 27, 1864.

SIR: I have the honor to report that in the engagement of the 24th instant Acting Ensign William Field was struck in the right lumbar region by a piece of shell, which caused a slight contused wound.

Respectfully, etc.,

DANIEL C. BURLEIGH,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant-Commander FRANCIS M. RAMSAY,
Commanding U. S. S. Unadilla.

Report of Lieutenant-Commander Ramsay, U. S. Navy, commanding U. S. S. Unadilla, in response to General Order No. 75.

U. S. S. UNADILLA,
Beaufort, N. C., December 31, 1864.

SIR: I have the honor to acknowledge the receipt of General Order No. 75.

In the engagements of the 24th and 25th instant, with Fort Fisher, this vessel fired 122 XI-inch shells, 6 XI-inch shrapnel, 100 20-pounder shells, 25 20-pounder shrapnel, and 4 20-pounder shot.

The firing from the vessels engaged was the most accurate that I have ever seen, and was so heavy that on the 25th the rebels did not approach the "seventeen guns protected by traverses," spoken of by General Butler.

The response from the fort was very feeble, and particularly so on the 25th. The only gun I saw fired on that day on the northeastern face of the fort, the side on which the "seventeen guns" were, was a casemate gun, which did not bear up the beach, and it was fired very irregularly.

In my opinion, had the troops been landed early on the morning of the 25th, and any attempt been made by them to take the fort, it would have been ours before sunset. At 1 p. m. the condition of the fort was such, as well as I could judge, that it was only necessary for troops to march in and take possession.

After the ammunition of this vessel, for the heavy guns, had been expended, all the boats were sent to assist in landing the troops.

At 5 p. m. the boats returned and the officers in charge of them reported to me that they had been told by a general to return, as he did not wish to land more troops that evening. The last load of troops taken on shore by the launch was ordered back to the transport.

I would respectfully call your attention to that part of General Butler's communication to you in which he speaks of "having captured Flag Pond Hill battery."

Flag Pond Hill battery was captured by a boat's crew from the gunboat next ahead of this vessel.

The troops were not near the battery at the time it surrendered, and had nothing whatever to do with its capture.

This vessel was close to the battery and the whole affair was witnessed by the officers and crew, who gave three cheers as the boat's crew took possession, and raised the United States flag.

I beg leave to call your attention to the enclosed statements in regard to it.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Enclosures.]

U. S. S. UNADILLA,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to your order, I respectfully submit the following report in regard to the capture of Flag Pond battery:

Between the hours of 2 and 3 p. m., December 25, 1864, while the troops were landing and forming a line of battle, I saw a white flag flying on the battery, and at the same time a boat from one of our navy steamers pulling toward the beach. The boat landed abreast of the battery; immediately an officer with a part of the boat's crew, with a Union flag, advanced rapidly to the battery and planted the flag on its ramparts, for which the officers and crew of this ship gave three cheers. Shortly after I saw our men with some of the prisoners marching from the battery to the boat, embark, and pull to one of our navy

steamers. During the march to the boat and the embarkation the army skirmishers came up to the battery.

Respectfully submitted.

CHAS. WIEDENBEIN,
Acting Ensign.

Lieutenant-Commander F. M. RAMSAY,
Commanding U. S. S. Unadilla.

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U. S. S. UNADILLA,
Beaufort Harbor, N. C., December 31, 1864.

SIR: In obedience to your request, I submit the following statement of the surrender and occupation of the small work known as Flag Pond battery, on the beach, to the northward of Fort Fisher, on the afternoon of the 25th instant:

Flag Pond battery was occupied, and the American flag placed on it by a boat's crew from one of the naval vessels, and the garrison marched out as prisoners before the skirmishers in advance of General Butler's army reached it.

Very respectfully,

JOHN CULLATON,
Acting Ensign, U. S. Navy, U. S. S. Unadilla.

Lieutenant-Commander F. M. RAMSAY,
Commanding U. S. S. Unadilla.

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U. S. S. UNADILLA,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to your request, I respectfully submit the following statement in reference to the capture of the Flag Pond Hill battery, so-called:

Our ship having been withdrawn from the bombardment of Fort Fisher, was, with several other gunboats, engaged in covering the landing and advance of the troops on shore. While our howitzer division were at their guns and throwing shells across the beach I observed a movement in the battery referred to (which had hitherto shown no signs of being occupied) and immediately after a flag was raised above the battery, which was decided by our officers to be a white flag and a signal of surrender. At that time a comparatively small number of our troops had reached the shore, and the advance guard had not left the vicinity of the landing. Some ten minutes after the raising of the flag on the battery a boat left the gunboat next ahead of us and pulled for the shore and, on arriving there, the officer in charge seized the boat's ensign, ran up the beach, and waving the flag several times, planted it upon the top of the battery. Our ship's company then gave three cheers, immediately followed by three more. At that time none of the troops were within 100 yards of the battery, although a small number had been moving in that direction while the boat was pulling to the shore. As soon as the cheering was over the men who had occupied the battery were seen coming from the same and toward the boat. About this time the foremost of our troops came up and the assemblage became mixed.

Very respectfully, your obedient servant,

BENJAMIN F. BEE,
Acting First Assistant Engineer, U. S. Navy.

F. M. RAMSAY,
Lieutenant-Commander, Commanding.

Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot.

U. S. S. PEQUOT,
Off New Inlet, North Carolina, December 27, 1864.

SIR: I have the honor to report that on December 24, 1864, I assumed the station assigned me with this vessel in line of battle with the ironclads of your fleet and stood in toward Fort Fisher, mouth of Cape Fear River, North Carolina.

At 1:10 p. m., when distant about 2,000 yards, I opened fire. After firing deliberately at from 1,700 to 2,000 yards for four hours with 150-pounder rifle, at 5:10 p. m., in obedience to signal, I retired with the fleet.

On December 25, 1864, at 9:40 a. m., I again went in with the ironclads to the attack, and at 11:20 a. m., when at a distance of 1,700 yards, opened fire and continued it for six hours at distances from 1,400 to 1,800 yards. When night came on I received orders to anchor near the shore to protect our troops. I anchored in 4½ fathoms water, close to the beach, distant about 1½ miles from Fort Fisher, and remained there.

On the morning of the 26th instant I shelled the woods to the northward and near Fort Fisher to protect our troops.

This morning I was much surprised to learn the troops were embarking and the expedition had been withdrawn, for I am satisfied had the army cooperating done as much as the navy, or even attempted it, Fort Fisher would now be in our possession.

I add a report of expenditure of ammunition.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

150-pounder rifle:	
16-pound charges	115
Percussion shell	97
Time shell	14
Shrapnel	4
30-pounder rifle:	
3¼-pound charges	117
Percussion shell	75
Shrapnel	30
Solid shot	12
32-pounder:	
4½-pound charges	184
5-second shell	8
10-second shell	120
15-second shell	40
Solid shot	16
24-pounder howitzer:	
Charges fixed ammunition	26
12-pounder rifle howitzer:	
1-pound charges	6
Percussion shell	6
Charges fixed ammunition	11

D. L. BRAINE,
Lieutenant-Commander.

Additional report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot, in response to General Order No. 75.

U. S. S. PEQUOT,
Beaufort, N. C., January 1, 1865.

SIR: I have already reported, under date of December 27, 1864, the part the U. S. S. *Pequot* took in the attack on Fort Fisher on the 24th and 25th December. I beg leave to add further: On the evening of December 25 I looked upon Fort Fisher as being very badly damaged and shaken beyond the enemy's power to repair for many months. The northerly face, upon which our fire, with the other gunboats and ironclads, was directed, was torn badly and a number of guns dismounted and burst. I believe all the storehouses and quarters were burned.

The enemy returned our heavy fire very weakly and slowly. As evidence of their having retired to secure places or being much disabled, our skirmishers advanced up nearly to the works without, as I could see, any sign of an attempt to resist them by musketry or otherwise. The enemy were evidently held to their retreats and dismayed by the intensity and accuracy of the naval firing, and a gallant dash of 2,000 of our soldiers would have won a victory laid fairly at the feet of the army by the naval fleet under your command.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas.

U. S. GUNBOAT KANSAS,
Beaufort, N. C., December 31, 1864.

ADMIRAL: I have the honor to submit the following report of the part this vessel took in the actions of the 24th and 25th instant against Fort Fisher:

Our position was along the beach to the northward of Fort Fisher, and distant from the fort from 1,900 to 2,300 yards. This vessel was not struck, nor any accident incurred other than the fracture of the 100-pounder, careful and repeated impressions of the vent showing this fact. The fleet once in position, the fire from the fort was almost entirely suppressed even with the most deliberate and limited fire from the fleet. It was evident to all that the rapid firing from three or four of the frigates, permitted for a few minutes on the afternoon of second day, did make it impossible for the garrison to offer the least resistance to the approach of an assaulting column. I witnessed the advance of the skirmishers' line of the land forces in the afternoon of the second day, and estimated that they were within 500 yards of the fort, and unmolested at that point. I have no doubt but that the army could have gained a footing on the parapet at that time Two or three explosions occurred inside of Fort Fisher and heavy fires, probably the quarters. I think three or four guns were dismounted on the northern parapet, and from the fire of the ironclads am certain a number must have been disabled.

I am, sir, very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas, of ammunition expended.

U. S. GUNBOAT KANSAS,
Beaufort, N. C., December 31, 1864.

SIR: I submit the following report of ammunition expended on the 24th and 25th instant in the attack on Fort Fisher:

100-pounder rifle:	
Percussion shell	70
Shrapnel shell	51
5-second shell	21
10-second shell	13
Solid shot	1
20-pounder:	
Percussion shell	35
Solid shot	45
30-pounder:	
Percussion shell	32
Shrapnel shell	15
5-second shell	16
10-second shell	8
15-second shell	10
20-second shell	7
Solid shot	15
IX-inch Dahlgren:	
10-second shell	68
15-second shell	32
Empty shell	33
12-pounder howitzer:	
Percussion shell	85
Solid shot	20

Very respectfully, your obedient servant,

P. G. WATMOUGH,
Lieutenant-Commander.

Lieutenant-Commander HENRY A. ADAMS,
Ordnance Officer, North Atlantic Squadron.

Report of Lieutenant-Commander Temple, U. S. Navy, commanding U. S. S. Pontoosuc.

U. S. S. PONTOOSUC,
Off New Inlet, December 28, 1864.

SIR: I have to submit the following report of the operations of this vessel in the attack upon the rebel works at the mouth of Cape Fear River, from December 24 to 27, inclusive.

At 11 a. m. of the 24th, after some previous maneuvering, we got under way in company with the fleet and stood in (with everything ready for action) in the wake of the four ironclads, until Fort Fisher bore S.W. by S., when we opened fire at 1:06 p. m. with the 100-pounder Parrott rifles, at long range, and gradually closed in toward the position occupied by the sternmost monitor, from whence the IX-inch guns became effective, at a range of about 1,500 yards. At 1:16 the enemy fired their first gun, the *Ironsides* having commenced the action at 12:50, which soon became general along the whole line, as the various ships came into position. After having carefully ascertained our range, the guns of this vessel were kept constantly and rapidly playing upon the enemy's works until the fleet hauled off, at about 5:30 p. m. Our firing, so far as it could be distinguished from that of other vessels, seemed to be accurate and effective; particular embrasures being selected for targets, and shells being seen to strike and explode at the

points indicated. We fired during the action 120 shells from the IX-inch guns and 92 from the 100-pounder rifles. At 2:35 this vessel was struck just abaft the starboard paddle box by an elongated (probably percussion) shell from a 6½-inch rifled gun, which projectile passed through the side of the ship, wounding a hanging knee and barely clearing the main condenser of the engine; through the iron bulkhead of the engine room and the starboard steerage and mess lockers; through the berth deck, cutting a beam entirely in two, and into the paymaster's store room, where it exploded, close to the bulkhead of the shell room, on striking the skin of the ship, and set the vessel on fire. The fire was soon extinguished, however: not much damage was done, and nobody was hurt. Several other shot struck near enough to splash the water on deck, and others passed over us; but none other hit the vessel. The lower plates of both elevating screws (new pattern) to the 100-pounders were torn loose from the rear transom by the breaking of their bolts in the first four discharges, but they were lashed securely in place, and performed very well during the rest of the action. The gig, launch, and both cutters were badly shattered by the concussion of the IX-inch guns, fired beneath them, although they were 6 feet above the muzzles. Many of the 100-pounder projectiles "wabbled" and some of them "tumbled;" but a more liberal use of "slush" upon them seemed to correct this in a great measure.

We were employed during all that night and until 10 a. m. the next day in filling and fuzing additional shells, having nearly expended all that had been prepared.

At 9:30 a. m. of the 25th we got underway with the fleet and proceeded, in company with the *Iosco* and several other gunboats, off the bar, where we opened a deliberate fire at 12:55 from the 100-pounder rifles at long range, and continued the practice until 2:30 p. m., when we were ordered to haul off and send the boats in to remove torpedoes from the channel. We expended 46 rifle shells during this day's engagement, many of which were plainly distinguished to fall within the enemy's works; and meantime the batteries on shore made some good practice at us, dropping their shot quite near, but not hitting the vessel. The boats returned at 4 p. m., and the gunboats steamed up the coast to where the troops had, in the meanwhile, been disembarked and anchored for the night. At 9 p. m. we were ordered to send all boats to the beach to assist in reembarking the troops; but on starting they were found to leak so badly as to be unserviceable, and returned.

We were employed all the next day, the 26th, in repairing the boats, and just after sunset were sent in to within about 600 yards of the beach (on the right of our troops, who, owing to the surf, had not succeeded in getting on board their vessels) for the purpose of supplying them with provisions, protecting them from the enemy, and boating them off to their transports. On anchoring, we received two messages from the army authorities, stating that the enemy were massing large forces on the right and front of our troops, and that a momentary attack was expected. As we had taken up our position after dark, and had therefore been unable to get the bearing and distance of our own troops, we remained at the guns all night without firing, waiting for the attack to commence, that we might know where to aim; but no attack was made and no sign of an enemy seen from this vessel.

At daylight of the 27th our three boats were dispatched to the beach with provisions, and with the means prepared for sending them through the surf to the troops on shore, but the provisions were declined and returned, and the boats remained until noon, taking the troops off to

their vessels. At 1 p. m., when the last man had been reembarked and the last transport was underway and standing out, we also got underway and anchored with the fleet in the offing, without having seen a single rebel soldier, although another message had been received at 10:30 a. m. that the enemy was "massing" for an attack.

The officers and men of this vessel behaved admirably throughout the whole four days, and performed their duties at the guns and elsewhere with most commendable coolness and precision, more particularly in view of the short time (only ten days) that they had been on board and under drill, but where all behaved so well it would be invidious to particularize any one.

Respectfully,

WM. G. TEMPLE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Blockading Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting memorandum of information obtained from a deserter.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., January 7, 1865.

SIR: I have the honor to enclose you a letter received from Lieutenant Commander Temple, containing interesting matter relating to Fort Fisher. It is important as a matter of history, and tells the whole story.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. PONTOOSUC,
Off New Inlet, January 2, 1865.

SIR: It may be of assistance to you to receive (together with the six rebel deserters mentioned in my letter of this date) the following memorandum of information elicited from one of their number—Corporal Thomas Lawley, of marines.

He says he was stationed, both during and since the bombardment, in naval battery Buchanan, commanded by Lieutenant Chapman and situated near the Mound; that there were between 500 and 600 men in the forts on the two days of the attack, and no troops in Wilmington or its vicinity to reinforce them; that the fire from the fleet was so fierce as to drive the rebels from their guns and into the bombproofs, throughout the greater portion of their works, soon after the commencement of the action; that two of their Brooke guns burst, killing and wounding some 25 men; that we dismounted 8 of their guns, besides wounding several other of their carriages, killing 13 men and wounding about 30; that General Whiting supposed the boats which were sent in to the bar on the 25th to be a storming party of seamen, to which he would have been obliged to surrender; that the subsequent rapid bombardment, at sunset of the same day, was so terrific that when our troops appeared in front of the fort immediately

afterwards, the garrison only awaited their assault to surrender without resistance; that they could not imagine why the attack had been abandoned; that matters remained in the same condition on the morning of the 26th and throughout that day; that we could easily have possessed ourselves of the forts until late in the afternoon, when General Bragg arrived at Wilmington with 6,000 men from Lee's army at Richmond; that, finding our troops reembarking, Bragg decided not to molest us, and sent the 6,000 men on to Charleston to reinforce General Hardee; that General Whiting retains only his original garrison, with whom he is busily engaged in repairing damages and getting down four other guns (being all that he can get hold of) from Wilmington, to replace those that were disabled; that the works are stronger against an assault on the land side than on the sea front; that there are no obstructions in the channel other than some dozen or fifteen torpedoes, a portion of which were put down a week ago. He further states that William F. Lynch is acting as admiral of the station and lives at Smithville; that Robert F. Pinkney is acting as commodore of the station afloat, having only a small tug, without any considerable armament, under his command; that the ironclad ram, formerly in the river, got aground and burst open and was dismantled of her engines and her armor, and that the *Tallahassee* put to sea on the night of the 22d or 23d of December, with from 600 to 800 bales of cotton on board, by way of the Western Bar with a view to bringing back a cargo of hard coal sufficient to enable not only herself but the *Chickamauga* also to put to sea on another privateering expedition. He assigns as a reason for his desertion a long-continued and growing discontent with his officers, his treatment and fare, and the cause for which he has been fighting.

Respectfully,

WM. G. TEMPLE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Huron.

U. S. S. HURON,
Off Fort Fisher, December 28, [1864].

SIR: I have the honor to report that at 6:30 a. m. December 24, in obedience to signal, formed line of battle with the ironclads and stood in for Fort Fisher.

At 3 p. m. opened fire from the XI-inch and 30-pounder Parrott, and continued till sundown, when all my fuzes suitable for the range being expended, I hauled out.

At 9 a. m. Sunday, December 25, took position in line and stood in for Fort Fisher. Took position close to the monitors and opened fire at 1,400 yards distance. Directed fire principally at northeast bastion of the fort. Hauled off at 2 p. m., having expended all our ammunition.

From my proximity to the fort I could see that it was much damaged by our fire; several of the guns dismounted.

I have no casualties to report.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Abstract log of the U. S. S. Huron.

December 23, 1864.—Lieutenant-Commander Thomas O. Selfridge in command. At 1:30 p. m. the flagship signaled the *Huron*. At 4:55 got underway and took position close to the *Ironsides*.

December 24.—At 1:45 a. m. a great explosion. At 6:30 got underway and took position in line. At 7:20 fleet steaming toward the shore. At 11, in obedience to signal, got underway and stood toward Fort Fisher. At 5 p. m. we hauled off, being out of fuzes for XI-inch. Fired 56 rounds from XI-inch and 62 rounds from 30-pounder Parrott. From No. 1 howitzer, 2 rounds, and from No. 2 howitzer, 2 rounds. At 10 p. m. the captain came on board with 50 15-second fuzes from the flagship.

December 25.—At 9 a. m. the flagship made general signal. At 9:15 got underway and took our position. At 10:45 first shot fired by the *Ironsides*. At 11 we opened on the enemy. At 1:30 p. m. hauled out of action, having fired 61 rounds from the XI-inch, 21 rounds from the 30-pounder Parrott, 2 rounds from No. 1 howitzer, and 2 rounds from No. 2 howitzer. At 4 p. m. got out the launch and first and second cutters, in charge of Acting Ensigns Andrew McCleary, Robert Sheppard, and S. H. Maunder, and commenced landing troops. At 6 the boats commenced to reembark troops. At 11:35 first and second cutters returned. Sent second cutter away in search of the launch.

December 26.—At 2 a. m. the launch and second cutter returned; took them on board and secured them; got underway and stood offshore. At 1:45 p. m. the *Brooklyn* stood toward the fort, fired a few rounds, and retired; came to anchor with the fleet. From 6 to 8 p. m. heavy firing from the fleet to the westward.

Report of Commander Howell, U. S. Navy, commanding U. S. S. Nereus.

U. S. S. NEREUS,
Off Wilmington, N. C., December 25, 1864.

ADMIRAL: I have the honor to report that this vessel opened fire on Fort Fisher at 10:45 a. m. in 3 fathoms of water and at the distance of (estimated) 1,800 yards. At 12:40 p. m. was ordered to anchor off a small mound. Anchored head and stern in 4½ fathoms, and opened fire on the mound and woods. At 2:15 p. m. the men in the mound waved a white flag. Sent a boat and assisted in transferring the prisoners to the *Santiago de Cuba*. Sent five boats to transport troops on shore. The third cutter, in charge of Master's Mate Rushmore, was badly injured by the surf, and while moored astern of an army transport for the night, broke adrift.

The last trip made by Mr. Rushmore was at 12 o'clock (midnight), and his boat had been three times swamped; he and the men worn out. The launch, Acting Master Haines, is still absent.

We fired from this vessel yesterday 27 60-pounder shells, 69 30-pounder shells, 68 32 pounder shells. The 60-pounder Parrott, a new gun in the service, performed admirably. Not a single projectile turned over.

I am happy to report no casualties. Officers and men did their duty.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Additional report of Commander Howell, U. S. Navy, commanding U. S. S. Nereus.

U. S. S. NEREUS,
Beaufort, N. C., January 3, 1865.

ADMIRAL: This vessel having been ordered to support the ironclads during the attack on Fort Fisher on the 25th day of December, I stood in to 3 fathoms water and at 11:08 a. m. opened fire.

At 12:40 p. m. was ordered to shell the woods. At 1:12 p. m. ordered to assist in landing troops. At 2:15 p. m. Flag Pond battery, at which this vessel and two or three small gunboats had been firing occasionally, surrendered to the navy. There was no gun in the battery; some 65 or 70 prisoners were taken. At 9:45 one of the *Nereus's* boats returned, the officer stating that he had been employed embarking troops.

December 26.—Heavy sea on. But one boat, and that in charge of Acting Master E. L. Haines, of this vessel, got off during the day. Engaged shelling woods during the day and night.

December 27.—Boats and men employed in embarking troops; shelling woods. At about 12 m. General Curtis and two officers visited this ship. General Curtis desired to express his acknowledgments to Acting Master E. L. Haines and Ensign G. M. Smith and the boats' crews of the *Nereus* for courage and perseverance in getting off his command. He informed me that if he had not been ordered back, and had been supported by the troops on shore, he could, in his opinion, have carried Fort Fisher. From all the information I have been able to gain on the subject, I think he was correct in his views.

There was no exception to the excellent conduct of officers and men.

I am indebted to Lieutenant H. E. Mullan for intelligent services.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Beaufort, N. C.

Report of Rear-Admiral Porter, U. S. Navy, transmitting reports regarding the feeling in the army.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Off New Inlet, December 28, 1864.

SIR: To show the feeling in the army, I enclose statements of some of the officers of the *Nereus*, in relation to the giving up of the expedition on the part of the land forces.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. NEREUS, *December 27, 1864.*

SIR: A wounded colonel, whom I brought off from shore in one of my boats, expressed great dissatisfaction at having been ordered off, saying that he was convinced that if permitted to go in the land forces would have undoubtedly captured the fort.

WILLIAM RUSHMORE,
Acting Master's Mate, U. S. S. Nereus.

[Commander JOHN C. HOWELL,
Commanding U. S. S. Nereus.]

U. S. S. NEREUS,
Off New Inlet, North Carolina, December 27, 1864.

SIR: While ashore assisting in embarking the men under the command of Brigadier-General Curtis, U. S. Army, I heard that officer remark that had he been properly supported and timely reinforced Fort Fisher would have been in our possession on the night of the 25th instant.

The remark and the fact were of universal comment by army officers ashore.

I have the honor to remain, very respectfully, your obedient servant,

GEO. M. SMITH,
Acting Ensign, U. S. Navy.

Commander JNO. C. HOWELL,
Commanding U. S. S. Nereus.

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U. S. S. NEREUS,
Off New Inlet, North Carolina, December 26, 1864.

While on shore assisting General Curtis to reembark his command General Curtis told me that he could have taken Fort Fisher if he had been supported by the other troops; also I was informed the same by several other officers of his command. General Curtis was near enough to Fort Fisher to capture the rebel flag on it; also a horse.

EDWARD L. HAINES,
Acting Master, U. S. Navy, U. S. S. Nereus.

Commander J. C. HOWELL,
Commanding U. S. S. Nereus.

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U. S. S. NEREUS,
Off New Inlet, North Carolina, December 27, 1864.

SIR: While ashore on Federal Point, New Inlet, North Carolina, assisting Brigadier-General Curtis, U. S. Army, to reembark his command, I was informed by him that he was near enough to Fort Fisher to capture a rebel flag and a horse, and that if he had been reinforced when he requested he could have captured Fort Fisher.

This statement was also made by other officers of his command.

Respectfully, your obedient servant,

EDWARD L. HAINES,
Acting Master, U. S. Navy, U. S. S. Nereus.

Commander J. C. HOWELL,
Commanding U. S. S. Nereus.

Abstract log of the U. S. S. Nereus.

December 22, 1864.—At 8 a. m. sent to ironclad *Saugus* and received 11-inch hawser for the purpose of towing. At 11 a. m. called all hands up anchor, got underway, and stood down to Hampton Roads in charge of pilot. At 12:30 p. m. the *Saugus* made signal to go ahead fast. At 3:30 took departure, Cape Henry light bearing W., distant about 4 miles.

December 24.—At 4:20 p. m. stopped the engine and brought ship to anchor. Captain Howell left the ship and went on board the *Saugus*. Cleared ship for action.

December 25.—At 6 a. m. called all hands up anchor. At 6:40 got underway and stood in toward the fleet. At 7:25 came to anchor with 15 fathoms of starboard chain. At 9:30 a. m. got underway and cleared ship for action. At 10 gunboats to the northward began shelling the woods. At 10:32 the monitors, *Ironsides*, and several small gunboats opened fire upon Fort Fisher. At 10:45 pivoted spar deck guns to port and at 11:08 opened fire with rifled guns, firing 10-second shell, elevation 1,800 yards. At 11:46 opened with main-deck battery. At 12:40 passed within hail of the flagship; received orders from the admiral to shell woods to northward. Proceeded to station, anchored, and began shelling the woods. At 1:12 p. m. a tug came within hail with orders from the admiral to assist in landing troops. Ceased firing, got underway, stood near transports, and came to. Sent launch, whaleboat, first, second, and third cutters in charge of Acting Master Haines. At 2:15 a flag of truce was seen over a mound on shore. The *Banshee* being nearest the beach, sent a boat on shore, when a company of the Forty-second North Carolina troops surrendered. Sent gig on shore to offer assistance. Prisoners were taken on the *Santiago de Cuba*. At 3:40 our troops were attacked by the enemy from the woods. Got underway and stood up the beach to cover troops. Came to, head and stern, and commenced shelling the woods. At 4:30 p. m. an explosion took place in Fort Fisher. At 7:50 was informed that the enemy in large bodies were marching toward the beach. Continued shelling the woods. At 7:45, the wind freshening, got underway and stood off from beach and came to anchor with port anchor in 5 fathoms water, veered to 15 fathoms chain. Whaleboat, first and second cutters returned to the ship. Expended the following projectiles during to-day's fighting: 52 60-pounder shell; 107 30-pounder shell; 93 30-pounder shell.

December 26.—At 1:10 a. m. heavy musketry firing heard on the beach. At 3:20 monitors opened fire on Fort Fisher. At 8:46 got underway and stood in toward the beach. At 9:10 came to with port anchor in 5 fathoms. Went to quarters and commenced shelling the woods. Master's Mate Rushmore returned to the ship with third cutter's crew and reported having lost his boat, it having broken adrift from a transport. Boat was damaged in embarking troops. Kept up a slow fire into the woods. At 1:45 p. m. Acting Master Haines returned and reported launch having been lost while reembarking troops. At 3 p. m. Acting Master Haines and Acting Ensign Smith volunteered to General Curtis with 4 seamen to reembark his command and left the ship for that purpose. At 5:15 p. m. the *Rhode Island* passed within hail with orders from the admiral to keep up the fire into the woods. At 5:40 renewed the fire. From 6 to 8 p. m.: Keeping up the fire directed into the woods, firing at short intervals. From 8 to midnight: Crew at quarters and firing at short intervals into the woods to the northward of our troops. Other vessels engaged in shelling the woods.

December 27.—From midnight to 8 a. m.: Crew at quarters shelling the woods, firing at short intervals. At 7:30 sent two boats on shore in charge of Acting Master's Mates Rushmore and Spencer to assist in reembarking troops. Acting Master Haines and Acting Ensign Smith still on shore rendering assistance. From 8 to meridian: Boats on shore assisting in reembarking troops. At 11:37 last boat left the beach in charge of Acting Master Haines, bringing off General Curtis and staff.

December 28.—At 10:20 a. m. came to anchor off Beaufort Bar.

Report of Commodore Thatcher, U. S. Navy, commanding first division.

U. S. S. COLORADO,
Off Wilmington, N. C., December 27, 1864.

ADMIRAL: I respectfully forward the following reports of casualties on board this ship in the actions of the 24th and 25th instant with the Wilmington forts:

The damage which we sustained was comparatively slight, as most of the enemy's shot passed over the ship, doing no other damage than carrying away and stranding our rigging, except those named in the surgeon's and carpenter's reports.

A few days' work will repair all damage.

In the early part of the action of the 25th th. forecastle pivot gun (a 150-pounder Parrott) was discovered to have burst, but it was detected in season to prevent any accident to the gun's crew.

Schenkle projectiles were being used at the time this gun was disabled, and not Parrott.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Comdg. First Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, off Wilmington.

[Enclosure.]

U. S. S. COLORADO,
Off Wilmington, N. C., December 27, 1864.

ADMIRAL: I respectfully submit the following casualties on board this ship in the action of the 24th instant, as reported by Surgeon James McClelland, U. S. Navy:

Wounded.—Edmund P. Preble, landsman, slightly.

On the 25th.

Killed.—William A. Goodridge, landsman.

Wounded.—John Laddy, ordinary seaman, severely; Richard Wall, landsman, slightly; Thomas Powell, seaman, slightly; William A. Corbitt, landsman, slightly; Lewis Williams, landsman, slightly.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Comdg. First Div., North Atlantic Blockading Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, off Wilmington.

Report of Commodore Thatcher, U. S. Navy, commanding first division, regarding the boatswain's department of the U. S. S. Colorado.

U. S. S. COLORADO,
Off Wilmington, N. C., December 27, 1864.

ADMIRAL: I respectfully submit the following report of the boatswain's department:

Early in the action of the 24th instant the stream hawser was shot away and the anchor lost; also starboard maintopmast stay, starboard main brace, and spanker vangs, starboard bumpkin guys, and port foretopsail brace; port main topmast stay badly cut.

In the action of the 25th instant the enemy shot away starboard forestay, starboard main brace, and starboard head guys, and starboard foretop bowline.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Comdg. First Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, off Wilmington.

Report of Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, commending the officers and men of that vessel.

U. S. STEAM FRIGATE COLORADO,
Off Wilmington, N. C., December 28, 1864.

ADMIRAL: I have the pleasure to report that in the actions of the 24th and 25th instant with the forts off Wilmington, the officers and crew of this ship behaved in a manner to elicit my warmest admiration and manifested all the coolness of an ordinary target practice during the two days' battle. It is difficult to make a distinction when all did their duty so faithfully. I should, however, be doing injustice to the executive officer, Lieutenant George Dewey, were I not to mention the invaluable assistance which he gave me in having all the departments of the ship in perfect order for battle, as well as for the valuable aid in the management of the ship during the action. The commanders of divisions, viz, Lieutenant H. B. Robeson, Acting [Volunteer] Lieutenant F. F. Baury, Acting Masters E. Coffin and L. B. King, and Ensign J. L. Vennard, managed their batteries with good judgment and skill, and in the two days' fight exploded about 1,200 IX-inch shells within the enemy's works. The after XI-inch pivot was fought by a crew of marines under Captain L. L. Dawson and First Lieutenant E. P. Meeker, U. S. Marine Corps, who did great execution with this gun.

I deem it to be a duty to mention, for the information of the Department, the invaluable services rendered by Acting Master's Mate J. W. Wallace, who managed the powder divisions, aided by Mr. W. F. Birge, paymaster's clerk (who volunteered his services for the occasion), with great efficiency, no gun having been delayed an instant for the necessary supply of ammunition. Both these gentlemen I consider worthy of promotion.

Lieutenant M. L. Johnson managed the signals with great promptness and ability and is entitled to my cordial thanks. The medical department, under the efficient management of Surgeon James McClelland, aided by Assistant Surgeons B. H. Kidder and Robert Willard, was perfect in all its details.

I can not omit to mention the valuable aid received from my clerk, Mr. Adrian Phillipps, and although for the first time under fire, he displayed the greatest coolness throughout both actions, rendering me important service.

The engineer department, under the management of Chief Engineer B. F. Garvin, was also admirably managed. Acting Third Assistant Engineer C. C. Fernald was detailed to attend the spar-deck engine bell on the 24th, and on the 25th volunteered for the same duty, and was very attentive and efficient, not only at his post, but in passing orders to the forecastle.

Before closing I desire to mention the gallant conduct of the crew of gun No. 4 (main deck), who, after the rest of the gun's crew were killed

or disabled, worked their gun with the rapidity of a full crew, viz, Edward Coffin, seaman; Edward Hilton, seaman; Louis Gerrard, ordinary seaman; Timothy H. Lord, landsman; James B. Twombly, ordinary seaman; Robert Baker, ordinary seaman, and John Broderick, ordinary seaman.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Commanding First Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, off Wilmington, N. C.

Report of Commodore Thatcher, U. S. Navy, commanding first division, in response to General Order No. 75.

U. S. S. COLORADO,
Off Beaufort, N. C., December 31, 1864.

ADMIRAL: In compliance with your General Order No. 75, under date of 30th instant, I have the honor to say that in the actions of the 24th and 25th instant with Fort Fisher and its dependencies that these works were effectually silenced by the heavy and accurate fire of the fleet for hours at a time, the enemy only replying to our fire when an occasional cessation occurred on our part.

On the 24th an explosion took place, during a heavy fire from the fleet, within the main fort of the rebels, and, immediately after which, flames were observed streaming high above the walls, naturally leading to the conclusion that we had fired the barracks and other tenements connected with Fort Fisher. During the continuance of this blaze, which was for hours, not a gun was fired by the enemy (to the best of my recollection) except from the isolated work called the Mound Fort.

On the 25th instant the range was shorter and the firing of the fleet more accurate than on the preceding day. It is my belief that not a shot or shell was fired by the advanced line of ships that did not either penetrate the earthworks of the enemy or explode within them. The crew of this ship were perfectly cool, and fired with deliberation and apparent severe effect upon the enemy, delivering on the first day 1,569 projectiles. Near the close of the second day's action, we perceived the near approach of the advanced skirmishers of our army force, which had landed late in the day, when our fire ceased for nearly thirty minutes, and was only resumed after we had been hulled several times by a vicious gun which appeared to be fired from the N. E. angle of Fort Fisher. We then reopened heavily, but more to the left than we had previously fired, to avoid annoying our own troops who were seen approaching the forts. The effect of this last heavy fire was apparently severe upon the casemated works to the southward and westward of Fort Fisher. At this time a succession of explosions was heard in the rear of these casemates, followed by the blaze of a large building, which continued to burn during the greater part of Christmas night.

My impression with regard to the defensibility of the fort (battered as it was) against a combined attack of the army and navy is, that it could have been carried by assault on either of the evenings of the 24th or 25th instant.

I do not suppose that it was deemed possible entirely to demolish a casemated earthwork like Fort Fisher, but I am satisfied that everything was done that could be done on the part of the navy to render it

untenable, the enemy having been again and again driven from their guns (some of which, it appears, were dismounted by our fire) and compelled to seek refuge in their sand holes.

The shoalness of the water for a mile seaward of the forts constituted their only safety against total destruction, or at least the dismounting of every gun, such was the heavy and concentrated fire of those two days' bombardment. This ship planted 230 shot in the rebel works on the 25th and exploded 996 shells within them on that day.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Comdg. First Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Beaufort, N. C.

Abstract log of the U. S. S. Colorado.

September 1, 1864.—Navy yard, Portsmouth, N. H.

October 6.—Stood to sea in charge of pilot.

October 12.—At 11 a. m. came to anchor in Hampton Roads.

December 24.—Off New Inlet, North Carolina. At 1:45 a. m. a heavy explosion to the westward. At 2 admiral signaled. At 2:30 a quantity of smoke passed over from the westward. At 5:30 underway with the fleet and stood inshore. At 9:50 came to with the starboard anchor in 7½ fathoms water. Flagship signaled "Form in line—open order." At 10:55 a. m. got underway and stood in west for the forts. At 11:20 a. m. went to quarters. At 12:51, *Ironsides* and *Canonicus* opened fire, returned by the forts. At 1:25 came to with port anchor, veered 25 fathoms, let go kedge astern, formed in line of battle. At 1:30 p. m. opened fire with the starboard battery. At 1:45 p. m. stream hawser shot away and lost the kedge. At 2:08 p. m. exploded magazine in Fort Fisher. At 2:45 p. m. weighed anchor and went astern, ceased firing except with the rifle and XI-inch. At 3 p. m. anchored and commenced firing, extreme elevation, shots all telling well. At 3:35 p. m. heavy smoke seen from Fort Fisher. At 3:40 ceased firing at Fort Fisher and fired at the Mound. Signaled the flagship "Mound only firing." At 3:50 p. m. flagstaff on the Mound shot away, but was replaced soon after. At 5:05 p. m. flagship signaled, "Prepare to retire for the night." Ceased firing and got underway. At 6 p. m. anchored in 9 fathoms water and veered to 45 fathoms. Received shot in the gangway, bolt forward of gangway, shot in cutwater, shot in bow, fore royal stay and maintopmast stay shot away, also head of topgallant mast in starboard gangway, four deck planks broken through, and shot through second launch and cutter.

December 25.—At 9:20 a. m. flagship signaled, "Prepare to get underway." At 9:30 a. m. underway and steaming in toward the forts. At 10:20 a. m. beat to quarters. At 10:30 flagship signaled, "Stop." At 1:20 p. m. flagship signaled, "Take station." At 1:21 p. m. commenced action. At 1:22 anchored with stream anchor and port bow anchor in 6 fathoms; veered to 15 fathoms. At 3 p. m. rifled gun reported disabled. At 3:40 p. m. *Wabash* steamed out of action. At 3:40 p. m. signaled flagship, "Rifle gun is disabled." At 4 p. m. flagship signaled, "Prepare to discontinue action." At 4:15 p. m. shells from Fort Fisher falling around us fast. At 4:30 p. m. struck with a X-inch solid shot over No. 4 gun, starboard side, shot going through, carrying away lock of No. 4 gun and screw lever, killing 1 man and wounding 5; and passing

United States Steamer Colorado.

over carried away axle and starboard truck of No. 5 gun, port side. At 4:37 p. m. commenced firing again. At 4:40 p. m. signaled to the *Minnesota*, "Enemy are hulling us; fire for your own protection." At 4:40 p. m. fire broke out to the left of Fort Fisher. At 4:50 p. m. signaled the flagship, "Commenced firing because the enemy were hulling us." At 5 p. m. flagship signaled, "Retire from action." At 5:05 a tug hailed us, telling us to "Discontinue action, and reserve ammunition for the assault." At 5:07 p. m. weighed anchor and kedge and steamed out of action. At 5:12 ceased firing. At 6 anchored with the port anchor in 8 fathoms water and veered to 45 fathoms chain. Both forestays and main brace shot away. At 11:45 p. m. heavy firing heard on shore.

December 26.—From midnight till 4 a. m. forts and ironclads firing during the watch. At 8 a. m. the flagship passed within hail and ordered the ship to Beaufort. Firing to the westward during the first two hours. At 12:45 p. m. received an order from the admiral to return again and fill up with ammunition and again attack the forts. Wore ship and steamed S. W. by W. for the fleet. From 8 to midnight heavy firing to the westward.

Report of Commodore Lanman, U. S. Navy, commanding second division, transmitting minutes of the bombardment, taken on board the U. S. S. Minnesota.

U. S. S. MINNESOTA,
Off Beaufort, N. C., December 31, 1864.

ADMIRAL: I have the honor to submit the accompanying minutes, taken on the quarter-deck of this vessel at the time of the attack upon Fort Fisher.

Also the reports from several officers of the ship.

It gives me great pleasure to state that during the engagement with the forts the 24th and 25th of December the conduct of all the officers, men, marines, and boys on board the *Minnesota* was entirely satisfactory. Everyone performed his duty to the utmost of his ability. The working and practice of the guns could not have been better. Many excellent shots were made, and in this respect the two guns worked by the marines were equal to any other division. In a word, all performed their duty in the most creditable manner, and I need not assure you that, in the opinion of those on board the *Minnesota*, if the assault was not made upon Fort Fisher, it was not for the want of the most tremendous bombardment of modern times by the fleet under your command.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Enclosure.]

Minutes of the bombardment of Fort Fisher on the 24th and 25th of December, 1864, taken upon the quarter-deck of the U. S. steam frigate Minnesota, Commodore Joseph Lanman, commanding, by O. B. McCurdy, captain's clerk.

OFF NEW INLET, NORTH CAROLINA,
Lat. 33° 56′ 30″ N., Long. 77° 22′ W., December 24, 1864.

At 5:15 a. m. got underway in obedience to signal from flagship and steamed toward Fort Fisher. Anchored a few moments in line of battle near the fort before taking position.

At 12 o'clock beat to quarters, wind S. W. by W.

Got spring on both bower anchors and prepared to anchor with spring on starboard bower.

At 12:30 p. m. dinner at quarters.

At 12:55 p. m. the *New Ironsides* opened fire upon Fort Fisher, followed quickly by the monitors, commencing with the *Canonicus*.

The *Minnesota* opened fire as soon as the guns could bear upon Fort Fisher, at 1:15 p. m., anchoring at the same time in the position designated by the order of battle about 1 mile from the fort, Fort Fisher bearing W. ½ S., Mound, W. S. W.

Enemy replied, two shots passing close over the *Minnesota*. An explosion took place in the fort, believed to be by the fire of the *Minnesota*. Another shot from the enemy cut the spring. Made signal to flagship for a tug to carry out the spring. Tug came in answer to signal, having on board Captain Breese, the fleet captain, but was not able to carry out our spring.

The *Colorado* passed on our port bow, and took position at 2:50 p. m.

At 3:15 p. m. rebel flag shot away.

At 4 p. m. flying jib stay, fore royal stay, and fore-topgallant stay shot away.

At 4:15 p. m. flagship made signal to fire more slowly.

At 5:05 p. m. general signal from flagship to prepare to retire.

At 5:15 p. m. order was given to cease firing and prepare to heave up anchor.

At 6 p. m. withdrew from position, dropping a buoy at the anchorage and steamed offshore, anchoring about 7 or 8 miles distant. Fort Fisher bearing southwest.

The ship was held in position for firing upon the fort by steam, helm, staysail, and jib.

Several explosions and fires took place in the fort during our firing and many of the enemy's missiles fell near the *Minnesota*.

DECEMBER 25, 1864.

At 9:30 a. m. got underway.

At 10:15 a. m. beat to quarters.

At 10:35 a. m. flagship made signal to stop.

At 10:45 a. m. the *New Ironsides* opened fire.

At 10:55 a. m. the monitors opened fire.

At 11 a. m. signal from flagship to take position.

At 11:15 a. m. the *Minnesota* took position about 300 yards nearer Fort Fisher than where she dropped the buoy the day previous, and commenced firing with her forward guns.

At 12 m. let go port anchor with 25 fathoms of chain.

At 12:05 p. m. flagship made signal to get underway.

At 12:10 ceased firing.

At 12:15 p. m. Commander Rhind came on board with orders from the admiral to plant a buoy as near Fort Fisher as practicable, which he (Commander Rhind) placed from 150 to 200 yards nearer the fort. This position was exactly taken by the *Minnesota* at 1:05 p. m., letting go the kedge on the port quarter at the same time.

At 1:15 p. m. let go port bower anchor and opened fire by divisions, Fort Fisher bearing W. ½ S., Mound W. S. W. ½ W. Wreck and Mound in a line. Shot passed over smokestack, grazing the mainstay.

Colorado passed on our port bow, taking position at 1:25 p. m., at which time a shot struck the *Minnesota* below the water line.

At 1:40 p. m. set the spanker. Shell came in through amidships

port on spar deck, passed through launch and first cutter and lodged in the stern sheets of the first cutter.

At 2 p. m. dinner at quarters, though the firing was continued by divisions. Fired very deliberately in obedience to orders from the admiral.

At 3:45 p. m. brailed up the spanker. Shell exploded on starboard chain armor. Another shell exploded, scattering on both sides of the ship.

At 4:05 p. m. flagship made signal to prepare to get underway.

At 4:10 p. m. ceased firing agreeable to signal.

At 4:20 p. m. rebel flag shot away.

At 4:45 p. m. opened fire again, and fired very rapidly, in obedience to signal. At this time the roar from our batteries for three or four rounds was most terrific.

At 4:55 p. m. ceased firing and prepared to retire, agreeable to signal from flagship.

At 5:15 p. m. hove up anchor and retired.

No casualties either day, and although the ship was struck in several places, very little damage was done.

Very respectfully submitted.

JOSEPH LANMAN,
Commodore, Comdg. Second Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commodore Lanman, U. S. Navy, commanding second division, regarding casualties.

U. S. S. MINNESOTA,
Off New Inlet, North Carolina, December 27, 1864.

ADMIRAL: Agreeable to your order by signal of this noon, to report the casualties on board this ship in the engagement with Fort Fisher on Saturday and Sunday last, I am happy to state that none of the personnel of this ship were injured. Several shot struck the hull, one under the fore chain, doing no special damage; one shell exploded on the chain armor, abreast of the boilers; one 30-pounder Parrott shell passed through the launch and first cutter, lodging in the stern sheets of the first cutter; a heavy shell grazed the mainstay, and some of the light head stays were shot away.

I have the honor to be your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Division, North Atlantic Squadron.

Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Parker, U. S. Navy, transmitting reports of damages, and ammunition expended on the U. S. S. Minnesota.

U. S. STEAM FRIGATE MINNESOTA,
Off Fort Fisher, New Inlet, North Carolina, December 26, 1864.

SIR: I respectfully enclose the reports of the boatswain, gunner, carpenter, and sailmaker of this vessel in regard to the actions of the 24th and 25th instant with Fort Fisher and the various batteries at New Inlet.

So far as I was able to observe, every officer, man, and boy in the ship performed his whole duty.

I desire to add that when I reported on board (only a few days before the action took place) I found the organization of the vessel perfect, and it is simple justice to say that whatever praise belongs to the executive officer for this is the due of Lieutenant M. S. Stuyvesant, who was my predecessor in that capacity.

I came here too late to make any changes, had any been necessary.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander, Executive Officer.

Commodore JOSEPH LANMAN,
Commanding Minnesota.

[Enclosures.]

U. S. SHIP MINNESOTA,
Off Beaufort, N. C., December 29, 1864.

SIR: I respectfully report that the following damages were sustained to the rigging of this ship during the action of the 24th and 25th instant.

The flying jib stay, fore royal stay, fore-topgallant stay were all shot away.

Very respectfully, your obedient servant,

WM. BUNKER,
Boatswain.

Commodore JOSEPH LANMAN,
Commanding.

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Report of ammunition expended on board U. S. Ship Minnesota, December 24 and 25, 1864.

XI-inch charges, 15 pounds	64
IX-inch charges, 13 pounds	21
IX-inch charges, 10 pounds	1,723
150-pounder charges, 16 pounds	95
100-pounder charges, 10 pounds	79
Total of powder, 20,773 pounds.	
XI-inch shell loaded and fuzed	64
IX-inch shell loaded and fuzed	1,744
150-pounder shell loaded and fuzed	95
100-pounder shell loaded and fuzed	79
Total of projectiles	1,982

Very respectfully submitted.

ROBT. H. CROSS,
Gunner.

Commodore JOSEPH LANMAN,
Commanding U. S. S. Minnesota.

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U. S. S. MINNESOTA,
Off Beaufort, N. C., December 26, 1864.

SIR: In obedience to your order of this date, I respectfully make the following report of the damage sustained by this ship in the engagement of the 24th and 25th instant:

One shot struck the first launch, going through her and damaging the first cutter.

One struck starboard bow, doing but slight damage.

Two shots struck the chain placed on the outside for the protection of the machinery, doing no damage.

Several pieces of shell are embedded in the side of the vessel.

Very respectfully, your obedient servant,

A. O. GOODSOE,
Carpenter.

Commodore JOSEPH LANMAN,
Commanding.

U. S. SHIP MINNESOTA,
Off Beaufort, N. C., December 26, 1864.

SIR: I respectfully report that there were no injuries sustained in the sailmaker's department of this ship during the action of the 24th and 25th instant.

Very respectfully, your obedient servant,

THOS. ODION FASSETT,
Sailmaker.

Commodore JOSEPH LANMAN,
Commanding.

Detailed report of Commodore Lanman, U. S. Navy, commanding second division, in response to General Order No. 75.

U. S. S. MINNESOTA,
Off Beaufort, N. C., January 1, 1865.

ADMIRAL: I have the honor to receive this evening your General Order No. 75, whereby I am called upon to report the damage apparently done to Fort Fisher in the attack of the 24th and 25th of December by the fleet under your command.

The minutes and official report which I had the honor to make to you on the 31st ultimo give the details of the part taken by the *Minnesota* in the attack upon Fort Fisher.

On the 24th ultimo, the first engagement, I visited and addressed the crew of every gun, to impress upon them the necessity of careful firing, and to see that their shot took effect before firing again and not to throw away a shot.

At the commencement of the firing, and with scarcely any intermission, I was upon the bridge just forward of the mizzenmast, having my glass in hand; thus elevated 10 feet above the spar-deck battery, and 15 feet above the main deck guns, my line of vision was considerably beyond that of the men at the guns. The wind being offshore (from the direction of firing), and clear from smoke, my opportunities for seeing the practice and effect of our guns could not have been better, and I most positively believe that the greater part of our shells told upon the fort, and of this there was no doubt when the 200-pounder* Parrott and the XI-inch guns were fired, as they raised an unmistakable cloud of dirt and sand.

Upon several occasions the first day fire broke out in the fort, and the crew of the spar-deck battery gave three hearty cheers in the belief that the fire was caused by our guns, which was my opinion, and I so represented it at the time to the men. At the same time there were

* Same as 150-pounder.

several explosions, as I believe within the fort; and if our guns did not [do] an immense injury to the batteries, there is no confidence to be placed in vision or good firing. The batteries were frequently silenced by the rapid firing of the fleet generally, but with the least let-up on our part they would again open, and I should judge with excellent practice, as their shot flew about us in all directions, and I have no doubt they were equally good in practice to the other ships.

By a kind Providence we received little or no damage, only eight or ten shots touching the ship, but plain enough in sight to show their good firing.

On the morning of the 25th, having received instructions from you that the army would land to assault the fort, and that we must be prepared to cease firing at the moment the signal should be made to that effect, and that great care must be exercised not to fire upon our troops should they make the assault, and to fire more deliberately than the day previous, I delivered these words, in person, to every gun's crew at quarters before the engagement; that the men as well as the officers should perfectly understand that when the order was given, and the steam whistle sounded, all firing should cease, as the assault was then to be made.

Our position in the action of the second day was probably 300 or 400 yards nearer Fort Fisher than it was the day previous. Our firing was much more slow and deliberate, and the effect appeared to be of the most damaging character, as the lines and angles of the works were evidently changed.

Lieutenant-Commander Parker went to the fore-topmast head to witness our firing, which he pronounced to be excellent. Also our pilot, Mr. F. C. Fowler, a most reliable man, was some time at the masthead with a glass, and he judged our firing to be excellent, and doing great damage to the fort.

Captain Butler, of the marines, commanding his battery, being upon the sheer pole of the mizzen rigging, pronounced the practice excellent.

Ensign Willard, who was upon the bridge to look out for the change of the head of the ship (should it become thick) concurred in the opinion of the above gentlemen that the injury done the forts by our firing was very great.

Lieutenant Stuyvesant, who had charge of the gun-deck battery, came upon the spar deck when the gun-deck divisions were not firing. This officer having seen considerable gun practice on other ships, his opinion, that the practice the second day was most excellent, doing much damage to the enemy, is well worthy of consideration.

The last four broadsides of rapid firing by the *Minnesota* were of the most terrific character, and it was represented to me by Lieutenant-Commander Watmough (who was in position inshore, and to the northward) that our shell fell like a perfect hailstorm upon Fort Fisher, and that the firing was of the most excellent effect.

Upon retiring from position that night, I had not the slightest doubt but that the assault would be made before morning, and could I have then known that the skirmishers had advanced within 50 yards of the fort (the distance from our forecastle to the quarter-deck), and that some of our gallant soldiers had mounted the parapet, captured and brought off a horse and killed an orderly—also, that they had captured a flag (which the navy fleet had shot away)—I would not have believed that there could be the slightest doubt of the flag of the Union being hoisted at daylight upon the well-battered fort.

When we were informed the following day that the troops were about to reembark, scarcely anyone would credit the report; but when the fact became known, a universal opinion of disappointment (not to say disgust) prevailed.

May I not be permitted to suggest, if the garrison in the fort could be kept in their bombproofs so closely by the fire of the navy that a number of the picket line could venture upon the parapet and into the works, why could not an assault have then been made and the preconcerted signal given to cease firing, which would have been instantly obeyed, and little danger of the shell of the navy falling about the heads of the daring men who entered the works.

Admiral, excuse this lengthy report. I have gone into detail that it should be understood that the *Minnesota* did not go into the fight merely to blaze away at the beach about Fort Fisher, but that the sole object of our practice was to demolish the fort, and to convey the impression of so many officers that the fort could have been carried by assault after the severe battering it received from the navy fleet under your command.

I have the honor to be, very respectfully, your obedient servant,

JOSEPH LANMAN,
Commodore, Commanding Second Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Abstract log of the U. S. Ship Minnesota.

September 30, 1864.—Commodore Lanman assumed command of the ship, by order of the Navy Department.

December 13.—At 9:00 a. m. left anchorage and proceeded down the bay.

December 19.—At 3:30 p. m. brought ship to anchor off Wilmington, N. C.

December 24.—At 11 a. m. got underway and formed in line of battle, steered for Fort Fisher. From meridian to 4 p. m.: Beat to quarters, prepared to anchor with spring on either anchor. At 12:30 p. m. action commenced by the U. S. S. *New Ironsides* opening fire on Fort Fisher. At 12:55 the monitors opened fire, the *Canonicus* first, upon the fort. The U. S. S. *Minnesota* steaming ahead slowly, took the position assigned her in a quarter less 5 fathoms water, anchoring with starboard anchor. At 1:15 p. m. enemy replied, two shots passing close over us. Hoisted head sails and used them when necessary to keep ship in position. An explosion took place in the fort. Made signal for a tug; one came alongside in obedience to signal and attempted to tow our stern inshore, but as we soon got moored it was not necessary. At 1:45 p. m. parted the spring and the U. S. S. *Colorado* passed ahead of us and commenced action. At 3:15 p. m. the rebel flag was shot away, Fort Fisher bearing W. ½ S., Mound W. S. W. The flying gib and fore-topgallant stays were shot away. Two explosions in succession took place in the fort. Flagship made signal to fire more deliberately, which was obeyed. Flagship made general signal to prepare to retire at 5:05 p. m. Ceased firing at 5:15 and prepared to heave up anchor, withdrew from position at 6 p. m. At 6 p. m. hove up anchor and stood offshore, came to anchor in 8½ fathoms water.

December 25.—At 12:05 p. m. flagship made signal to get underway. An officer came on board from the flagship at 12:15. At 12:35 ceased firing. Used a boat's anchor to buoy channel. Hove up port anchor and shifted our position. At 1:05 p. m. let go kedge anchor and at 1:15 let go the starboard anchor, opening fire with the starboard gun at the same time by divisions very deliberately. The U. S. S. *Colorado* passed on our port bow and took position at 1:25 p. m. While she was passing we were struck below the water's edge by the enemy's shot. At 1:40 p. m. hauled out the spanker. Fort Fisher bore W ½ S. Mound W. S. W. ½ S. At 1:45 wreck and Mound in a line. A shell from the enemy passed through the launch and lodged in the first cutter. At 2 p. m. the men got dinner. At 3:15 p. m. hauled down the spanker. Struck by a shell amidships. Another shell exploded scattering the water on both sides of the vessel. At 4:05 the flagship made signal to get underway and to cease firing at 4:10. At 4:20 rebel flag shot down. At 4:45 opened fire again in obedience to signal from flagship and fired rapidly. At 4:55 ceased firing and prepared to retire in obedience to signal from flagship. At 5:15 hove up the anchor and withdrew from action. At midnight inshore fleet opened fire on the fort.

December 26.—From midnight to 4 a. m.: First part of watch heavy firing inshore. Up to 5 a. m. heavy firing in the direction of Fort Fisher. Latter part of the watch firing to the northward and southward of us. At 8:30 a. m. flagship came within hail and ordered this ship to Beaufort. At 10:15 got underway and proceeded on our course under steam, 4 bells. At 11:20 stopped for the dispatch boat *Little Ada*. At 11:30 the *Mackinaw* made signal, steered in toward the anchorage we left this morning, supposing by seeing the dispatch boat recalling the rest of the fleet that we should be required also. At 12 meridian received orders from the Admiral (by dispatch boat) to come to anchor and take in ammunition from the ordnance vessels and be ready to go in and attack the fort when the fog lifted. Hoisted out and sent second launch and first, third, fourth, fifth cutters to the ordnance schooner for ammunition. All of the fleet at anchor. Cutters returned with ammunition on board.

December 27.—From midnight to 4 a. m.: Heavy firing to the westward during the watch. From 4 to 8 a. m.: Gunboats shelling the woods during the watch. From 8 to meridian: Troops embarking and going northward. Several of our vessels shelling the beach and the woods. Saw a steamer going in over the Western Bar. A vessel resembling a ram came out and cruised around. Several of our gunboats left the fleet and went over to the Western Bar. From 4 to 6 p. m: Cutters bringing ammunition from the ordnance schooner. At sunset heard heavy firing from Fort Fisher.

December 28.—At 5 p. m. catted and fished our anchor and steamed on our course to Beaufort.

Detailed report of Commodore Schenck, U. S. Navy, commanding third division, in response to General Order No. 75.

U. S. S. POWHATAN,
Off Beaufort, N. C., January 1, 1865.

ADMIRAL: Your General Order No. 75 did not reach me until this evening, owing to its being sent on board the *Colorado*.

In reply to that part of it requiring me to make a report of the part I took in the actions of the 24th and 25th ultimo, I have to state that

at 1:20 p. m. on the 24th, I took my position in the line as directed by you, with a kedge upon my port quarter, acting as a spring, letting go my port anchor, with 25 fathoms of chain, which brought my starboard broadside to bear upon the forts. I immediately opened a vigorous fire upon the batteries, paying especial attention to Fort Fisher with my XI-inch gun, and to the Mound with my two 100-pounder Parrotts, and with my IX-inch guns to the batteries more immediately abreast of us. It is reported and believed on board this ship that one of the shells from our XI-inch, which exploded in Fort Fisher, set fire to it. At 2:45 p. m. finding that some of my IX-inch shell fell short, and that the *Brooklyn* being underway occasionally interfered with my line of sight, I got underway, continuing the action, and stood into 4½ fathoms water, from which position every shot told with great effect; from this time the action was continued underway. At 3:10 p. m. the end of our spanker gaff was shot away, and our flag came down with it; hoisted it immediately at the mizzen. About the same time the rebel flag on Fort Fisher was shot away and was not raised again during the action. At 3:45 p. m. the flagstaff on the Mound was shot away, which shot is claimed by our pivot rifle. At 5:20 p. m. the signal was made to discontinue the action; hauled off, having sustained no loss of life or injury to ship.

During this day's action we fired 236 IX-inch shell, 54 XI-inch shell, 82 100-pounder rifle shell.

Not a shell was wasted from the XI-inch and rifles, and only a few in the early part of the action from the IX-inch guns. The starboard battery only was used in action, viz, 8 IX-inch guns, 2 100-pounder Parrott rifles, and 1 XI-inch pivot gun.

On the 25th I took my position as before, although nearer the batteries and farther in, the batteries between Fort Fisher and the Mound being abreast of us; my position was an admirable one for engaging these batteries, and my IX-inch guns were principally employed in doing this, as it was only by these we were annoyed, with an occasional shot from the Mound. During this day not a shot fell short, which accounts for my increased expenditure of IX-inch shell. At 2:10 p. m. we opened fire, which was replied to by the batteries abreast of us more vigorously than the day before. I am not aware of having received a single shot from Fort Fisher this day. At 3:30 p. m. a port main shroud was shot away; soon after we were struck three times in pretty rapid succession. One shot struck us under No. 3 port, 3 feet above the water line, passing through into a store room, and depositing itself in a mattress; it is a solid VIII-inch shot. Two shot struck under No. 2 port, 20 inches below the water line, one remaining in the side and the other going through and lodging in a beam on the orlop deck, causing the ship to leak badly. A glancing shot struck the stern of the ship, but did no material injury, and some of our running rigging shot away. At 4:10 p. m., having expended all the ammunition for XI-inch and rifles, and nearly all for my IX-inch guns, made signal "Ammunition, I am short of," which was replied to: "Save some," and immediately after, "Discontinue the action," when I weighed my anchor, lifted my kedge, and hauled out of line.

During this day's action we fired 494 IX-inch shell, 52 XI-inch shell, 72 rifle shell.

In conclusion I beg leave to state that every officer and man on board this ship, under my command, did his duty nobly, and I have yet to hear of any complaint, either of officer or man, except as to the failure to take advantage of our two days' work.

With regard to the "damage apparently done to the works," I must confess that I was paying more attention to the proper management of my own battery than [to] the general effect, but it appears to me utterly impossible that any works could withstand such a fire and not be terribly damaged, and I am also fully impressed with the belief that by a prompt and vigorous assault late in the afternoon of either day, Fort Fisher might have been taken by a comparatively small force, say 1,000 resolute men. Fort Fisher was silenced, the Mound firing feebly. The only active firing from the enemy that I witnessed was from the two or three guns that annoyed me, and so long as my ammunition permitted me to fire rapidly, I could keep them pretty quiet.

I have the honor to be, very respectfully, your obedient servant,

JAS. FINDLAY SCHENCK,
Commodore, Commanding U. S. S. Powhatan,
and Third Division North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Bache, U. S. Navy, executive officer, U. S. S. Powhatan, regarding the damages sustained by that vessel.

U. S. S. POWHATAN,
Off New Inlet, North Carolina, December 25, 1864.

SIR: I have the honor to report the following damages received by this ship during the actions of to-day and yesterday, together with the expenditure of ammunition:

End of spanker gaff shot away; shot hole through spanker; signal halliards (main) shot away; starboard main topsail clewjigger shot away; one main shroud (port) shot away.

Two shells exploded near water line, one forward of, the other abaft the wheel (starboard), scarring and tearing the copper for a small space.

A heavy shot grazed the stern of the ship, scoring it about 3 inches, carrying away the ornamental work and the iron bars protecting it.

An VIII-inch shot came through the starboard side about 3 feet above the water line, under No. 3 port, lodging inboard.

An VIII-inch shot struck under No. 2 port (starboard side) about 20 inches below the water line, going through the side and lodging in the end of an orlop-deck beam. This shot struck at an angle of some 70°, making a very ragged hole and bad leak.

Another shot is believed to have struck within a few inches of this last, but we have not been able to examine closely enough to determine positively as yet.

We have expended ammunition as follows:

358 10-second shell (IX-inch).	20 shrapnel shell (XI-inch).
145 15-second shell (IX-inch).	104 charged shell.
227 bouched shell (IX-inch).	152 100-pounder rifle shell (percussion)
38 10-second shell (XI-inch).	1,400 cannon primers.
20 15-second shell (XI-inch).	

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant and Executive Officer.

Commodore J. F. SCHENCK,
Comdg. Powhatan and Third Division North Atlantic Squadron.

Detailed report of Captain Smith, U. S. Navy, commanding U. S. S. Wabash, in response to General Order No. 75.

U. S. S. WABASH,
Off Beaufort, N. C., January 2, 1865.

SIR: In obedience to General Order No. 75, I have the honor to report the part taken by this ship in the actions of December 24 and 25, 1864, as follows:

December 24, 10:50 a. m., took station in line of battle in obedience to signal and stood inshore with fleet. At 1:20 p. m. anchored at or near assigned position in 5 fathoms water with a kedge astern, Fort Fisher on our starboard beam. Opened fire upon the fort immediately with ordinary firing charges and 10-second shell from starboard battery. Found projectiles falling short, substituted distant firing charges, used greatest elevation, and by firing on the roll to port, succeeded in making a portion of the projectiles reach, especially from main-deck battery, which has greater elevation. In accordance with orders from commander in chief, directed fire of 150-pounder at Mound battery, and made good practice; continued firing so until 5:50 (sunset), when withdrew from action for the night, in obedience to signals.

December 25, 10 a. m., took station in line of battle as before, stood in with the fleet, and at 1:40 p. m. anchored in 5 fathoms water with kedge astern, Fort Fisher nearer than on the 24th. At 1:50 p. m. opened fire with one gun from each division, in obedience to signal. Got the range of the fort, our shell falling and exploding well. Found the fort making severe practice on the ship, and therefore gradually increased the number of guns in use until entire starboard battery was engaged deliberately and accurately. Enemy's fire became less rapid and accurate. At 3:50, our shell being all expended, withdrew from action, and proceeded in obedience to signal to assist in landing troops. Expended on both occasions 2,468 projectiles, of which it is believed two-thirds fell in and about the works of the enemy. As concerns the damage apparently done the works, I am unable to speak positively. The outlines were certainly much disturbed, and I think the stockades somewhat broken down, but I observed nothing marked upon which to base an opinion that the works were materially damaged. With regard to the effect of the fire of the fleet, independent to any damage to the work itself, there can be no doubt that it did slacken and distract the enemy's fire very much, and sometimes stop it altogether, as was proven by the increased activity of their fire whenever that of the fleet lulled or when the fleet was withdrawing, especially from the Mound battery on the first day, and from all on the second, as far as this ship's experience extended.

As to my impression of the defensibility of the fort (battered as it was) against a combined attack of army and navy, as before stated, I did not observe it to be so battered, beyond the distance of its outlines; but I did observe that the garrison must certainly have been confined to the casemates by the fire of the fleet, and at the time expressed the opinion, and now hold the same, based upon that ground, that had the assault been vigorously made earlier in the day the work might have been carried. The returns of casualties and of damages received by the ship have already been forwarded.

I have the honor to be, your obedient servant,

MELANCTON SMITH,
Captain, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Captain Smith, U. S. Navy, commanding U. S. S. Wabash, forwarding list of casualties.

U. S. S. WABASH,
Off New Inlet, North Carolina, December 26, 1864.

ADMIRAL: I transmit enclosed the reports of casualties, expenditure of ammunition,* and injuries* sustained in the attack on Fort Fisher and rebel batteries on the 24th and 25th of December.

I have the honor to be, your obedient servant,

MELANCTON SMITH,
Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Enclosures.]

U. S. S. WABASH,
North Atlantic Squadron, off Wilmington, N. C., December 24, 1864.

SIR: I have to report the following casualties on board this ship while engaging the rebel forts and batteries this day at the eastern bar, Cape Fear River, North Carolina:

Peter Campbell, landsman, contused wound left shoulder, from piece of shell; severe.

William Howard, landsman, contusion right thigh; severe.

James Crystal, landsman, contusion forehead, from roller handspike; slight.

Owen Smith, fireman, contusion right knee; slight.

John Welsh, fireman, contusion right side; slight.

Respectfully, etc.,

H. F. MCSHERRY,
Surgeon.

Captain M. SMITH,
Commanding Wabash.

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U. S. S. WABASH,
Off New Inlet, North Carolina, December 25, 1864.

SIR: I have the honor to report the following casualties in action on board this ship to-day:

1. John Farley, landsman, severe contusion of back from splinter.
2. Peter Carberry, ordinary seaman, severe contusion left foot.
3. James Collins, seaman, slight contusion right foot.
4. Thomas Jones, quartermaster, exhaustion from continuous duty at the wheel.

Respectfully submitted.

H. F. MCSHERRY,
Surgeon, U. S. Navy.

Captain MELANCTON SMITH,
Commanding U. S. S. Wabash.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Vanderbilt, in response to General Order No. 75.

U. S. S. VANDERBILT,
January 2, 1865.

ADMIRAL: I have the honor to submit the following report of the part taken by the U. S. S. *Vanderbilt* in the attack of the 24th and 25th

* Not found.

ultimo upon the forts and batteries at Federal Point, North Carolina:

On the 24th, at 2:45 p. m., took station in the line of battle astern of the *Minnesota*, anchoring with a spring. At 2:55 p. m. opened fire with the starboard battery, composed of six IX-inch, two 100-pounder rifles, and one 30-pounder Parrott.

Rapid fire was kept up until 5:45 p. m., when, in obedience to a general signal, weighed anchor and retired for the night.

On the 25th, in obedience to signal, anchored in the line of battle, astern of the *Minnesota*, and at 2:55 p. m. opened the starboard battery upon the enemy's works between Fort Fisher and the Mound, keeping up a rapid fire until 3:30 p. m., when the fire was slackened to one gun per minute, in obedience to a verbal order from the admiral.

At 4 p. m. ceased firing, and at 4:45, pursuant to signal, got underway and withdrew from action.

During the two days' engagement upward of 800 shells were thrown from this ship, the effect of which, or that of the firing from the fleet, further than the constant clouds of earth and sand from the explosion of well-directed shell, the conflagration which raged within, the explosion of one of their magazines, and the silence of their guns, for the want of proper glasses I could not detect. But my impression is that the fort could have been taken if an attack had been made by a proper force at the moment the fleet ceased firing.

My belief was, as also that of the officers of this ship, during the first part of the night of the 25th, that our troops were in possession of Fort Fisher.

I am happy to say that none of the enemy's shot struck the *Vanderbilt*, and no accident of any kind occurred.

I am proud to add that both officers and crew, without exception, evinced great coolness and courage.

I am, very respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Detailed report of Commander Ammen, U. S. Navy, commanding U. S. S. Mohican.

U. S. S. MOHICAN,
Off Beaufort, N. C., December 31, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your General Order No. 75, directing commanding officers to make their report in relation to our attacks on Fort Fisher and the adjacent earthworks, and also a copy of a communication to you from Major-General Benj. F. Butler, and in regard to some points touched upon you request an opinion.

At about 11:30 a. m. of the 24th, the fleet got underway and stood in, in line of battle, toward Fort Fisher, bearing about W. S. W. and some 6 or 7 miles distant. The *Mohican* was kept closely in position assigned, following the leading vessel, the frigate *Minnesota*, and followed by the frigate *Colorado*, and she successively by the other vessels forming the main line.

At about 1 p. m. the *Minnesota* sheered in out of line and took up her position at anchor, opening at once on Fort Fisher, some 2,100 yards distant. As per plan of battle, the *Mohican* was sheered in ahead

of her, fired slowly on the fort, to get a range, and anchored, then opened briskly with the whole battery. The fort had opened on the *Minnesota* and on the *Mohican* previous to our anchoring.

The *Colorado* sheered in ahead of us, letting go kedge astern, and then anchored and opened fiercely on the fort. The vessels forming the line then successively, with more or less success, took up their positions and opened.

The ironclads, led by the *New Ironsides*, had anchored, a few minutes preceding the *Minnesota*, some 500 or 600 yards to the northward and westward, and were slowly getting their range when we anchored, and the outer line of vessels moved into position after the main line had anchored, and opened on the Mound and several detached casemated guns.

The fire from the fort became weak as the vessels anchored and opened fire. It was soon apparent that they could not work their barbette guns without great loss of life, and the guns' crews no doubt retreated under shelter with a few exceptions where high traverses and favorable angles gave them great protection. Different casemated guns, particularly those mounted in detached mounds and toward the Mound, continued to fire slowly and evidently with not much effect, nor would the position of the guns served favor an effective fire. The whole body of Fort Fisher was filled with bursting shells, and only at long intervals, if at all, was a gun fired from the main work.

In the meantime, owing to the wind and the set of the tide, I found that the use of the propeller and the helm would no longer enable me to bring the broadside to bear, and was obliged to weigh anchor and maneuver under steam, holding our position as nearly as possible, and avoiding interfering with the firing of the other vessels. After exhausting all the filled IX-inch shells on board ready for use, the *Mohican* was withdrawn from the line at about 4:10 p. m., making signal to you of the cause, and we commenced filling shells without delay. After sunset the fleet withdrew and the *Mohican* ran into line and anchored.

At about 9 a. m. of the 25th the signal was made to get underway and form line of battle. The *Mohican* took her position and the fleet stood in to the attack. When nearly under fire I was directed verbally from you not to take position until further orders.

The *Minnesota*, the leading vessel of the main line, proceeded in and anchored, got underway, and, after various attempts, obtained a well-chosen position, the main line awaiting her movements. The ironclads having preceded [us], during this time were in position, firing slowly and receiving a part of the fire of Fort Fisher.

After the position of the *Minnesota* was satisfactory I received orders from you, about noon, to take position close astern of the *New Ironsides*, which I did without delay, firing slowly until a good range was obtained, then opened briskly on the fort. I was enabled to see, through the absence of smoke, that our fire was very effective, delivered at a short 10-second range. One of the rebels' guns was seen to be dismounted by our fire.

Half an hour after we had anchored the *Colorado* passed ahead of the *Minnesota* and into position, anchoring and delivering a very effective fire. The whole line soon took position and opened very heavily and evidently with great effect, driving the rebels from their guns, with a few exceptions, as those in casemates and other places sheltered and distant. The position of the *Mohican* enabled me to see well, as I was first at anchor within half a ship's length of the *New Ironsides*, and

finding that anchoring impeded an effective use of the battery, I weighed, and in delivering fire drifted 100 or 200 yards nearer the fort.

At 2:05 p. m. the supply of the 10-second fuzes and the rifle ammunition was exhausted, and the *Mohican* was withdrawn from action for the purpose of obtaining more, speaking the *Malvern* for the purpose and obtaining none. Not being directed to go under fire again, we remained spectators near the *Minnesota* until about 4 p. m., when I received orders to aid in debarking troops, and proceeded to execute, but instead of debarking aided in bringing off the soldiers that had already reached the shore.

It has not been my lot to witness any operation comparable in force or in effect to the bombardment of Fort Fisher by the fleet, and I feel satisfied that any attempt to keep out of their bombproofs or to work their guns would have been attended with great loss of life to the rebels, and would have proven a fruitless attempt.

On the first day we delivered 217 IX-inch shells, 59 100-pounder rifle, and 89 30-pounder rifle shells. On the second day we delivered 103 IX-inch shells, 20 100-pounder rifle, and 25 30-pounder rifle shells, making a total of 513.

Our firing was effective as well as rapid, and I have to express my high appreciation of the ability and zeal of Lieutenant J. D. Marvin, the executive officer of this vessel, and of Acting Master William Burditt, whose long and varied professional experience proved useful. Acting Boatswain Josiah B. Aiken, owing to a deficiency of officers, had charge of the 100-pounder rifle and served it admirably.

I have to express my satisfaction at the excellent behavior of the officers and crew, and do not doubt that when the occasion arrives when they should do so they will stand to their guns as long as enough men remain to serve them.

In relation to the effect of the fire of the fleet on the fort, I beg leave to express my congratulations, as I did verbally on meeting you after the actions. It did not require a visit to the fort to see that enormous traverses were nearly leveled, as at the S. E. angle. The stockade or abattis must have been much shattered, and the débris from the parapets must have filled in the ditch greatly. I feel satisfied that everything was effected that can be by powerful batteries against a sand-work, and that we could and can keep the enemy in their bombproofs pending an advance of troops to the foot of the parapet.

The official letter of General Butler referred to, [which] states that "General Weitzel advanced his skirmish line within 50 yards of the fort, while the garrison was kept in their bombproofs by the fire of the navy, and so closely that three or four men of the picket line ventured upon the parapet and through the sally-port of the work," is, I think, entirely confirmatory as to the effectiveness of our fire. He adds: "This was done while the shells of the navy were falling about the heads of the daring men who entered the work," but appears to forget that at any given signal from an assaulting column, that this fire would cease and the enemy be found not defending the parapet but safely stowed away in bombproofs.

I do not know what more could be asked of naval guns than to afford a safe approach to the foot of the parapet with no lines of the enemy drawn up to receive our forces. Beyond that, I suppose everything would depend upon the relative forces of the combatants and the vigor of the assault, and although the work might not, in a military sense, be much injured, I would think the likelihood of carrying the work would

be greatly increased by such disposition without loss of life of the respective forces.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,
Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Detailed report of Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Yantic, in response to General Order No. 75.

U. S. S. YANTIC,
Beaufort, N. C., January 2, 1865.

SIR: In obedience to General Order No. 75, I have the honor to submit the following report of the part this vessel took in the attack on Fort Fisher, New Inlet, North Carolina, on the 24th–25th December, 1864:

My position on the 24th was to the northward and eastward of Fort Fisher, distant about 2,000 yards, and [I] was doing good execution when, at 3 p. m., the 100-pounder rifle burst (having been fired since the vessel has been in commission but 19 times), mortally wounding the officer commanding the division, the captain of the gun, and slightly wounding 4 of the crew. The vessel being badly shattered, not knowing the extent of the damage, and having lost what was designed to be the most effective gun, I hauled out of fire. Having obtained additional medical assistance from the *Fort Jackson*, I, at 4:30 p. m., again stood in and opened fire with my only remaining effective guns, the 30-pounder rifle and IX-inch gun.

On the 25th I was assigned the duty of assisting to disembark the troops and cover the landing.

The accident just mentioned and my nonparticipation in the attack of the 25th prevent me from giving any decided opinion as to the injury done the fort as a defensive work. I can not, however, refrain from giving my testimony as to the accurate and rapid fire of the fleet. No better confirmation could be required that the navy did their work well than the fact that the enemy, protected as they were by formidable works, could only make a very feeble reply.

At 2 o'clock p. m. on the 25th, a portion of the troops was landed amid deafening and encouraging cheers from the men-of-war and from the troops still on board the transports, cheers which were echoed by the fleet by a fire that elicited but a feeble response from the fort. The landing of the troops was rapid when fairly commenced and everything seemed to token that the army would soon have possession of the enemy's works, when, to the surprise and mortification of all, General Butler stopped the further disembarkation of the troops and gave orders to reembark those already on shore.

I congratulate you, sir, upon the brilliant share the navy took in the attack of the 24th and 25th; the work was well done. Had the army performed their part, the Federal flag would now be flying over the ramparts of Fort Fisher, a fitting Christmas present to be side by side with that of the glorious and gallant Sherman.

I have the honor to be, very respectfully, your obedient servant,

T. C. HARRIS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

List of casualties, U. S. S. Yantic.

U. S. S. YANTIC,
Off Wilmington, N. C., December 24, 1864.

SIR: I have to report the following casualties on board this ship resulting from the bursting of the 100-pounder rifle in the engagement with Fort Fisher to-day:

Mortally wounded, 2.—Edward Winnemore, acting ensign, right leg blown off at the knee and a compound comminuted fracture of the lower third of the thigh; since died.

James Horton, boatswain's mate, a compound comminuted fracture of the right foot, leg, and thigh; since died.

Slightly wounded, 3.—Richard G. Husted, landsman, contusion of left leg.

Theodore Vannatta, ordinary seaman, face and neck burned by powder.

Robert Adelton, second-class painter, face and neck burned by powder.

I am, very respectfully, your obedient servant,

H. K. WHEELER,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant-Commander T. C. HARRIS, U. S. Navy,
Commanding U. S. S. Yantic.

Report of Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Yantic, regarding damages to that vessel.

U. S. S. YANTIC,
Off New Inlet, North Carolina, December 27, 1864.

SIR: I have the honor to report that finding the spar deck had settled where the beam had been broken by the explosion of the 100-pounder rifle, I yesterday threw the remaining part of the gun overboard.

The extent of the damage to the ship's side is even greater than that I first reported. The spirketing for some 4 feet knocked away, one timber broken, several of the outside planking below the waterways bulged out from the timbers and broken, and the fighting chocks for the pivots split and started from the deck.

The damage has been temporarily repaired and boxed in to prevent the water running into the ship.

When the gun was fired it was trained nearly abeam, and with but little elevation, or the huge fragments would have gone through the port boiler and side of the vessel.

Very respectfully, your obedient servant,

T. C. HARRIS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Additional report of Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Yantic, stating the cause for the withdrawal of that vessel.

U. S. S. YANTIC,
Beaufort, N. C., January 4, 1865.

SIR: In your official report of the attack on Fort Fisher, December 24, 1864, by the fleet under your command, the *Yantic* is mentioned as

the only vessel that left the line to report damages. As a wrong interpretation may be placed upon my conduct, I respectfully submit the following statement: Just prior to the attack I received a verbal order from you to follow the smaller vessels in, and do as they did. When they opened fire I did the same, but finding that my shot fell short I stood in much closer, and in that position was doing good execution when a signal was reported to me from the flagship, with this vessel's distinguishing pennant, to close on the leading vessel. Not knowing which was the leading vessel, and determining to err on the right side, I stood in close to the *New Ironsides* and abreast of the monitors and held that position until I, unfortunately, burst the 100-pounder rifle gun with considerable damage to the vessel. (The incidents attending the accident are already in your possession.)

I felt it my duty to communicate this intelligence, and was preparing to do so by signals when, seeing the *Malvern* not a great distance off, and thinking also that my signals would not be seen for the smoke, I determined to stand out and report verbally, which I did.

I remained for a time an idle spectator, for my effective gun was gone. I hesitated to fire the 30-pounder Parrott after the accident to the 100-pounder, and, therefore, had only the IX-inch remaining. I, however, did open fire again, both with the 30-pounder rifle and IX-inch, and kept it up until the signal was made to retire.

At no time do I consider the *Yantic* as being out of range of the enemy's guns, for, while as a looker on, several of his shot struck close to the vessel. In my interview with you you disclaimed any intention to reflect upon me or my vessel, and remarked that you had mentioned me among the rest of the commanders in your second report. For this I thank you most cordially, but both the Secretary of the Navy and the public may think I did not perform my duty. An officer's reputation is all that he has to live for. I feel there is a stigma upon me which will cling to me while in the service.

I ask you, admiral, in justice to me, to my vessel, and to the officers and crew I command, to correct your original report.

With high respect, I am, your obedient servant,

T. C. HARRIS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Harris, U. S. Navy, Commanding U. S. S. Yantic, referring to the withdrawal of that vessel.

FLAGSHIP MALVERN,
Beaufort, N. C., January 6, 1865.

SIR: I have received your communication of the 4th of January, 1865, in relation to the report I made of the action of the 24th ultimo, in which the *Yantic* was mentioned as having been the only vessel that left the line to report damages.

If any wrong impression should be given out by this report it is corrected in my letter to the honorable Secretary of the Navy of the 31st ultimo.

My mentioning your leaving the line was to show the little damage that had been done to the vessels of the squadron by the enemy's fire,

and not to reflect on yourself, officers, or crew. As the enemy was not firing at the time there was no particular danger to be apprehended from his guns. I don't suppose that anyone will attach any importance to the fact that you left the line to report damages, as the damages may naturally be supposed to be serious, and a paragraph in my general order of battle provides for such an emergency.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander T. C. HARRIS,
Commanding U. S. S. Yantic, off Beaufort, N. C.

Report of Lieutenant-Commander Sicard, U. S. Navy, commanding U. S. S. Seneca, in response to General Order No. 75.

U. S. S. SENECA, *December 31, 1864.*

ADMIRAL: I would respectfully report that in the actions of the 24th and 25th instant, this vessel was with the vessels on the extreme right that were operating with the ironclads.

It was evident from the first half hour of the engagement that the enemy did not intend seriously to reply to the fire of the fleet. This vessel fired 122 XI-inch shells, and 140 20-pounder Parrott shells at the northeast face of Fort Fisher during the two days' bombardment.

Our division fired quite slowly on the second day, and as I was quite close to the fort in the afternoon, and only fired at long intervals, the enemy fired at me several times with a heavy rifle, which, however, did no damage, being evidently hurriedly pointed. This gun could have been silenced in a few minutes if the vessels had chosen to throw away shot on it, and, as it was, by an occasional shot from the division it soon ceased its fire. I refrained from firing much toward the close of the second day's work, because I expected an assault by the troops and I wished to save my shrapnel for the purpose of covering their advance.

I was much disappointed that the army did not make an attempt on the fort. I saw the advance of a skirmish line and of a reserve (comprising in all about 80 men). They advanced quite close to the work (within pistol shot); after that I lost sight of them, until I saw two returning along the beach with the flag of the fort (which had been shot away about an hour previously by a monitor).

At dusk, and for a short time after, there was some musketry firing between this skirmish line and the fort, but up to dark no attempt was made by any adequate body of the army to assault the fort.

It is my opinion that the fire of the fort was completely under the control of the fleet, and that we could stop it whenever we chose (as the fire by the two frigates on the afternoon of December 25 abundantly showed). In fact the fort was silent nine-tenths of the time that we were engaging it. I am furthermore of the opinion that the fort could not hold out against a combined attack of the army and navy.

I think it a good proof of the effectiveness of the fire of the fleet, that though our skirmishers advanced so close to the fort, no serious fire was opened on them. Indeed, I do not know from my own observation (and I was in a good position to see) that they were fired on at all in this first advance, and I scarcely think that the enemy would have suffered his flag to be upon the ground so long after it was shot away (though he must have known that we were landing troops, and that from the

flag's position it was very liable to capture) unless he had been fearful to venture out and recover it under our fire.

I am, very respectfully, your obedient servant,

MONTGOMERY SICARD,
Lieutenant-Commander, Commanding U. S. S. Seneca.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. Maumee.

U. S. S. MAUMEE,
Beaufort, N. C., December 29, 1864.

SIR: I have the honor to report that this vessel joined in the attack on Fort Fisher on the 24th instant and retained her station until the fleet withdrew for the night.

On the 25th got into position as soon as the *Colorado* anchored and commenced firing. Soon after was recalled by signal and ordered to assist in landing the troops. The officers in charge of the boats informed me that the soldiers expressed their mortification at being obliged to go on board the transports again, and if they could have followed their own inclinations I feel almost certain that Fort Fisher would now be ours.

No casualties occurred on board this vessel, and the officers and men performed their duties faithfully and well.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. Maumee, in response to General Order No. 75.

U. S. S. MAUMEE,
Beaufort, N. C., December 30, 1864.

SIR: In obedience to General Order No. 75, I have the honor to make the following report:

The position of this vessel in the line of battle on the 24th and 25th instant was favorable for observing the firing of the fleet. Many of our shells burst within the earthworks, and on both days the response was very feeble, considering the number of guns mounted. As far as I saw, only a few casemated guns on the southeast face of Fort Fisher fired, and only at intervals of from fifteen minutes to three-quarters of an hour. On the 25th, after a few rounds, nearly all the shot and shell from the ironclads landed in the fort or parapet, and the other vessels engaged fired with accuracy and coolness, driving the enemy from their barbette guns and plunging shot into the earthworks. I might have gone upon the parapet and gained information as to the extent of damage sustained by the fort, apparently without much danger, but as I was under the impression that the troops were sent there for that purpose, I did not make the reconnoissance, and consequently am unable to report upon the subject. I shall always believe that if Fort Fisher had been assaulted on the afternoon of the 25th instant by the troops under

General Butler's command, it would have been taken and held with very small loss.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Captain Alden, U. S. Navy, commanding U. S. S. Brooklyn.

U. S. S. BROOKLYN,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to acknowledge the receipt of General Order No. 75, which not only calls upon commanding officers to give you a report of the part they took in the action of the 24th and 25th instant, but also their impressions as to the damage done to the enemy's works, the effect of our firing, and the defensibility of the fort after we had finished the bombardment.

On the first day, the 24th, this ship was in line of attack and opened fire on Fort Fisher at 12:50 p. m., being then within good 10-second range. The fire was kept up, with occasional intermissions for the men to rest, till 5:15 (more than four hours), when darkness intervened and the signal was made to retire. The enemy's fire during the whole of that time was much less than that of one of our large ships; an occasional shot was fired from Fort Fisher; a very feeble and desultory reply to our fire was kept up by the forts between the main work and the Mound battery, which latter was heard from but five or six times during the whole afternoon. In a word, I am satisfied from past experience that if this ship, or any one of the larger ones, could have gotten near enough, say within 200 or 300 yards, she would not only have silenced their batteries fully and entirely, but would have driven every rebel from the point.

On the second day, the 25th, this ship was sent to silence some of the enemy's earthworks which were contiguous to the place fixed upon for the disembarking of the troops, to shell the woods, and to cover their landing. The first troops landed at about 2 p. m. Sent all our boats to assist. At 4 o'clock, just two hours after the landing commenced, the general commanding came alongside this ship and said: "It has become necessary to reembark the troops. Will you send your boats to assist?" You can judge of my surprise at the turn affairs had taken, for at that moment everything seemed propitious. The bombardment was at its height, little or no surf on the beach, and no serious indications of bad weather; still, the order for retiring had gone forth, and our boats were employed till very late (the launch not returning till next morning) in reembarking the troops, the surf not interfering seriously with operations till near midnight, when it became impossible to land with any safety. Much dissatisfaction, I am told, was shown by the soldiers and their officers when they were informed that they were to reembark, and it was with some difficulty that they could be made to get into the boats. They were loud in their denunciations of the order turning them back, saying they had gone there to take the fort and they were going to do it before they left, etc.

The next day, the 26th, the surf was too high for safe transit from the shore, and this vessel was employed in making a reconnoissance of

the enemy's works. Nothing near was discovered, however, and after exchanging a few shots with Fort Fisher we returned to the anchorage for the night. The following day all our boats were sent, and after some difficulty the remaining troops were safely embarked.

I have endeavored in the above to give you my ideas of the effect of our fire on the enemy's works, which was to almost silence them. In regard to the damage done, it is, under the circumstances, impossible for anyone to tell without a closer inspection, for, as you remember at Forts Jackson and St. Philip, everything from the outside seemed *in statu quo;* hardly any trace of injury was apparent, but on entering and looking around, the terrible effect of the bombardment was manifest at every turn. So, too, at Fort Morgan, little or no injury could be discovered from without, but upon close examination it was found that almost every gun or its carriage was seriously damaged, if not entirely destroyed.

Now as to the "defensibility" of the fort: The rebels, I am satisfied, considered from the moment that our troops obtained a footing on the shore that the work (battered as it was) was untenable, and were merely waiting for someone to come and take it. The general commanding furnished us with proof of that fact, I think, in his letter to you informing you of his determination to withdraw, a copy of which you sent me. He says that "three or four men ventured upon the parapet and through the sally port of the work, capturing a horse which they brought off * * * and also brought away from the parapet the flag of the fort." This was all done in open day and without resistance, if indeed there was anybody there who was disposed to question their right to such trophies. From that and other concurrent testimony, I am satisfied that if our troops had not been stopped in their triumphal march toward Fort Fisher, they would have been in it before dark, and in quiet possession without firing a shot.

With great respect, I am, your obedient servant,

JAMES ALDEN,
Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Alden, U. S. Navy, regarding measures for the reembarking of soldiers.

[DECEMBER 26, 1864.]

DEAR ALDEN: We must get those poor devils of soldiers off to-day, or we will lose them; they are starving for want of provisions and water. I want you to go in and see what the *Brooklyn* can do. Rig a large raft out of spars, get the end of a hawser on shore to them, and with another hawser to the raft you can get them through the surf; or lash two boats together and let them drop in. Get provisions to them (and water) at all hazards.

I know the sailors are not all dead on board the *Brooklyn*, and you can do it. I send a tug for you to use. Anchor her securely outside the breakers and drift the raft in, and let them haul out to the tug, when the boats will take them off; and won't I be glad to get rid of them; ain't a soldier troublesome? Go at it as soon as it is light enough; we can have them all off by 12; there are 700 on shore.

Yours, very truly,

D. D. PORTER.

Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw.

U. S. S. MACKINAW,
Beaufort, N. C., December 27, 1864.

SIR: I have the honor to submit to you the following report of the part taken by this vessel in the attack on the rebel Fort Fisher and batteries at New Inlet, North Carolina, on the 24th and 25th instant, by the fleet under your command.

At 7:15 a. m., in obedience to general signal, got underway and steamed to the westward to take the position assigned me in the plan of battle. In obedience to orders, at 9:55 a. m., took the *Seneca* in tow, when the starting bar of our engine broke, causing a delay in starting of thirty-five minutes. At 10:30 started the engine and towed the *Seneca* to or near her station, when she cast off.

At 12:25 p. m. took my station in line, the *Minnesota* leading. At 1 p. m. the U. S. S. *New Ironsides* opened fire on Fort Fisher, when the engagement became general. At 2:25 p. m. a 150-pounder rifle shot struck the vessel at the water line, 1 foot forward of No. 2 starboard port forward, free of the starboard boiler, which had been relieved of its steam pressure before going into action, passing through the forward bunker and entering the port boiler, which caused the steam and water to escape, thereby severely scalding 8 men in the fire room and 3 marines at No. 2 IX-inch gun, which had been shifted to the starboard side. Continued firing on the batteries until 5 p. m., when, in obedience to general signal, we withdrew for the night. On the 25th instant, at 9:05 a. m., in obedience to general signal, got underway. At 10 a. m. received orders to follow the *Iosco*, Commander John Guest. Immediately took our position in line of double enders and stood to the westward. At 12:40 p. m. commenced firing on the Mound Fort. At 1:45 p. m. our after 100-pounder Parrott rifle burst, instantly killing Acting Ensign John S. Griscom, officer of the gun, and wounding severely Joseph Heard, ordinary seaman, captain of the gun. Ceased firing at 2:40 p. m., in obedience to signal from the *Iosco*; sent three boats with grapnels to drag for torpedoes. At 4 p. m. the boats returned. At 4:30 p. m., in obedience to signal from the *Iosco*, followed her to the north and eastward, and at 6 p. m. anchored.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of the engineer in charge on board the U. S. S. Mackinaw.

U. S. S. MACKINAW, *December 24, 1864.*

SIR: I have to report that during the attack to-day on Fort Fisher (about 2:35 p. m.) a 7-inch shell struck this vessel a little forward of forward coal bunker; passing through the bunker it penetrated the forward inboard corner of port boiler and lodged in forward tube box, cutting off about sixty tubes. The hole made by the shell is 8 by 18 inches. The fires in furnace of both boilers were almost entirely extinguished by the water and steam escaping, and the men on duty in fire

room badly scalded. I started fires again in starboard furnaces and raised steam on that boiler.

Respectfully, your obedient servant,

JEFFERSON YOUNG,
First Assistant Engineer, U. S. Navy, in Charge.

Commander J. C. BEAUMONT, U. S. Navy,
Commanding Mackinaw.

Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw, giving list of wounded, December 24.

U. S. S. MACKINAW,
Off New Inlet, North Carolina, December 24, 1864.

SIR: In obedience to General Order No. 53, I respectfully inform you that the following-named men were wounded on board this vessel in the attack to-day on Fort Fisher:

John Smith, first-class fireman, scalded severely.
James H. Sullivan, second-class fireman, scalded severely.
John Kerner, first class fireman, scalded slightly.
Michael Burns, second-class fireman, scalded slightly.
Thomas McBride, coal heaver, scalded slightly.
Cornelius Kirby, coal heaver, scalded slightly.
Samuel Smith, coal heaver, scalded slightly.
Paul Lieutard, private, marine, scalded slightly.
Nicholas Miller, private, marine, scalded slightly.
James McDermott, scalded slightly.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw, in response to General Order No. 75.

U. S. S. MACKINAW,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to your order of the 30th instant, I would respectfully state, in addition to my report already rendered regarding the part taken by this vessel in the attack upon the rebel forts and batteries at New Inlet, North Carolina, on the 24th and 25th instant, that the fire from the guns of the fleet under your command was so rapid and effective as to paralyze and render feeble and inefficient the fire of the enemy's batteries.

Feeling satisfied from the effects of our fire that a hearty cooperation on the part of our land forces was only necessary to the complete success of the expedition, it was with great astonishment and mortification that I learned on the evening of the 25th instant that they were being withdrawn.

I am happy to be able to say that on the above occasion all under my command cheerfully and zealously performed their duty.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata.

U. S. S. JUNIATA (Second Rate),
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to acknowledge the receipt of your General Order No. 75, and I rise from my sick bed to give it an instant reply:

The part that this ship took in the actions of the 24th and 25th instant was as follows: On each day she took the position assigned to her in your plan of battle and kept up a constant fire upon Fort Fisher, from the moment of anchoring until ordered to withdraw.

On the 24th, after having been engaged about an hour, she moved from her first anchorage in company of several other ships, by your order, to a position nearer to the fort, thus rendering her fire more effective. During the two days she fired 681 shells, all but 17 of which were delivered by 7 guns. After obtaining the range, the firing appeared to me like target practice.

The falling of the shells of the fleet was so incessant that the enemy was frequently unable to return our fire for long intervals. Several conflagrations occurred in the fort, and I saw one explosion. It was my impression that we had done much injury to the works, as it is impossible for me to conceive that such a weight of fire, so long continued, and falling so accurately, could have left them substantially uninjured.

I was very much surprised and disappointed on learning that the troops had reembarked. I saw no attack by them which looked like an earnest one, and for a time I entertained a hope that the fort had proved an easy capture, from the feebleness of the musketry firing, so long as we remained within sight and hearing of it.

I am, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron, Beaufort, N. C.

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Juniata, forwarding reports of casualties.

U. S. S. JUNIATA (Second Rate),
Off Beaufort, N. C., December 27, 1864.

SIR: I have the honor to enclose herewith the following papers, viz:

First. The surgeon's reports of killed and wounded during the engagements of the 24th and 25th instant, with Fort Fisher.

Second. The engineer's report* of injuries in his department.

Third. The gunner's report* and an account of ammunition expended.

Fourth. The carpenter's report.*

No other injuries were sustained by this ship.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain, U. S. Navy.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron, U. S. Flagship Malvern.

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* Not found.

[Enclosures.]

U. S. S. JUNIATA,
Off Wilmington, N. C., December 24, 1864.

SIR: The following is a list of the killed and wounded in to-day's engagement with the forts and batteries ashore. All the casualties were occasioned by the bursting of the 100-pounder Parrott gun:

Killed.

1. Lieutenant D. D. Wemple, both legs crushed, a wound (punctured) in the left hypochondriac region, and concussion cerebri.
2. Second Lieutenant Marines Jones Pile, knocked overboard by a piece of the gun or its carriage and probably killed by concussion cerebri; also the left arm and shoulder broken.
3. Theodore Abos, second-class fireman, left leg, thigh, hip, arm, and forearm fractured; soft parts extensively lacerated; killed by hemorrhage and shock.
4. Henry Payne, captain forecastle, both thighs broken, cavity of the pelvis, and part of the abdomen opened; death by shock.
5. James D. Ennels, first-class boy, left leg and thigh shattered and lacerated; died shortly after amputation. Total killed, 5.

Wounded.

1. Paymaster Caspar Schenck, compound fracture of the left tibia.
2. William Kennedy, marine, fracture right tibia.
3. Charles Winters, quarter gunner, contusion (slight).
4. Joseph Tye, coxswain, powder burn.
5. William Arnall, second-class fireman, powder burn.
6. Orrin B. Patchin, landsman, powder burn.
7. John Cogan, ordinary seaman, powder burn (severe).
8. Thomas Mahoney, ordinary seaman, deafened.

All the wounded are likely to do well.

I am, sir, very respectfully, your obedient servant,

ALBERT C. GORGAS,
Surgeon, U. S. Navy.

Captain WILLIAM ROGERS TAYLOR,
Commanding U. S. S. Juniata, off Wilmington, N. C.

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U. S. S. JUNIATA,
Off Wilmington, N. C., December 25, 1864.

SIR: The following is a list of the wounded on board this ship in to-day's engagement with the forts and batteries ashore.

All the wounds are from splinters, occasioned by shot coming through the ship's side on the berth deck.

1. William Gillam, coal heaver, contusion of the left side of the head and face.
2. David Conner, captain's cook, contusion of the back and several slight flesh wounds from small splinters.
3. George H. Carpenter, landsman, contused wound of the right elbow.

These are all slight wounds and are likely to do well.

I am, sir, very respectfully, your obedient servant,

ALBERT C. GORGAS,
Surgeon.

Captain WILLIAM ROGERS TAYLOR,
Commanding U. S. S. Juniata.

Report of Lieutenant Reed, U. S. Navy, of injuries received by the U. S. S. Pawtuxet.

U. S. S. PAWTUXET,
Off Wilmington, N. C., December 27, 1864.

SIR: The damages received by this steamer in bombarding the defenses near Wilmington, N. C., December 24 and 25, are as follows:

Boatswain's department.

Fore shroud (iron wire), port side, fore sheer iron ratlines, starboard, fore trysail brails, starboard, first cutter's topping lifts, starboard, cut away by shell.

Carpenter's department.

First cutter, starboard side, forward, damaged by shell (badly); gig, starboard side, aft, damaged by shell; fore bulwarks and waterways (port side) damaged by shell.

Carried away by the U. S. ship *Ticonderoga's* dropping foul of this steamer: Fore hammock nettings, top rails, and bulwarks stove in on starboard side; 14 stanchions and timbers, etc., broken and badly sprung close to waterways on starboard side, forward; waterways, lower timbers, and planking sprung on starboard side forward; breeching and side-tackle bolts, gun No. 2 starboard side, forward, driven in and sprung (unserviceable); the remains of the first cutter stove in and carried away.

Gunner's department.

Two elevating screws for 100-pounder rifle broken (and unfit for further use).

Very respectfully,

ALLEN V. REED,
Lieutenant and Executive Officer.

Commander J. H. SPOTTS,
Commanding U. S. S. Pawtuxet.

Abstract log of the U. S. S. Pawtuxet, Commander Spotts, U. S. Navy.

December 24.—(Off Fort Fisher.) At 1:45 a. m. saw a flash and heard the report of an explosion bearing W. by N. At 2 hove short. At 3 got underway. At 6:45 the flagship signaled. Got underway and steamed toward the land with the rest of the fleet. From 8 to meridian: Steamed according to the order of the flagship. At 12 the flagship signaled "prepare for action." At 12:55 p. m. the engagement commenced by the *New Ironsides* shelling Fort Fisher. At 2 came into action astern of the *Ticonderoga* and outside the *New Ironsides*. Received a shot that went through the first cutter and passed out through the port bulwarks. At 3:30 flagship signaled; retired from action and steamed for flagship. Had a collision with the *Ticonderoga*. Stove in starboard bulwarks forward and the first cutter. Cut the boat from the davits. At 4 p. m. came into action ahead of the *Juniata* and kept up a deliberate firing on the Mound. At 5 the fleet withdrew from action.

December 25.—At 10 a. m. the flagship signaled. Got underway and stood in for Fort Fisher. At 12, meridian, was ordered by the admiral

to follow the *Iosco*. At 12:15 p. m. commenced firing at the Mound batteries. At 3:30 sent second cutter in charge of an officer with 3 grapnels to drag for torpedoes and with 6 20-gallon breakers strapped and with ropes and 6 stands of grape to buoy out the channel. At 4:16 boat returned. At 5:45 sent the launch and second cutter in charge of officers and properly armed to embark troops.

December 26.—At 8:30 a. m. flagship signaled. Got underway and steamed in toward the beach in order to cover the embarkation of troops.

Report of Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah.

U. S. S. SHENANDOAH,
Off Beaufort, N. C., December 31, 1864.

SIR: I have the honor to report the part taken by the *Shenandoah* in the bombardment of Fort Fisher and the batteries at New Inlet on the 24th and 25th instant:

The *Shenandoah* was signaled when in line of battle to come within hail of the admiral, and was ordered by him to take a position near the *Ironsides* and open on the batteries of Fort Fisher.

The position was immediately taken and this ship commenced firing at Fort Fisher with two rifles and two XI-inch guns, the shells falling inside of Fort Fisher, apparently with good effect.

At 2 p. m. a large fire broke out within the fort. At 3:10 the flag of the fort was shot away by the fleet. At 3:50 p. m. was ordered by the admiral to go closer in. We steamed in and anchored head and stern close to the *Ironsides* and *Monadnock*.

We fired from the new position with deliberation and good effect. At 5:10 p. m. signal was made to retire from action, when this ship withdrew.

The fire from Fort Fisher during the bombardment this day was very slack and feeble. A few shot fell near the monitors and a few went over us.

The conflagration in the fort seemed to be of considerable extent and continued until after nightfall. The shells of the fleet were exploding on the parapet and inside of the fort so rapidly that it was difficult to make out what guns they were using.

One shot carried away our stern ladder during the bombardment this day.

On the morning of the 25th instant got underway with the fleet in line of battle. At 2 p. m. the admiral signaled to the *Shenandoah* to await further orders. Twenty minutes afterwards we were ordered to take position ahead of the *Juniata*.

We anchored a ship's length ahead of the *Juniata* and three ship's length outside of a wreck on the bar and opened deliberately on a water battery to the west of Fort Fisher of four guns.

We succeeded in silencing three of the guns which were not used again during the engagement.

To the westward of this battery was another of two guns, that seemed to be casemated. They fired very slowly but in good line.

The shells from one of them fell a few yards short of us and the others just over us.

The firing from the guns on the Mound was very slow, and with so much elevation they went over the fleet.

We succeeded in exploding a 150-pounder rifle shell near the top of the Mound.

At 4:35 p. m. was ordered to withdraw and stand outside of the *Minnesota.*

At 4:45 p. m. a large fire broke out just in the rear of the batteries, which continued until after night.

Between Fort Fisher and the Mound batteries we could discern two guns dismounted by the fire of the fleet.

After the second day's bombardment I could see nothing more for the navy to do than await the assault by the land forces, which did not take place as I expected.

It affords me much gratification to speak of the cool bearing of Lieutenant S. W. Nichols, the executive officer, and the other officers and crew of this ship during the two days' bombardment.

I enclose a memorandum* of the expenditure of ammunition on the 24th and 25th instant.

I am, very respectfully, etc.,

DANL. B. RIDGELY,
Captain, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commodore Godon, U. S. Navy, commanding fourth division, regarding the operations of the U. S. S. Susquehanna.

U. S. FRIGATE SUSQUEHANNA,
Off Fort Fisher, N. C., December 28, 1864.

SIR: I have the honor to make the following report on the movements of this ship during the engagement of the 24th and 25th of December with Fort Fisher and batteries:

At about meridian of the 24th instant, in obedience to general signal, I fell into line of battle, and in regular order drew into my station as per plan of attack, opening fire from my starboard battery of eight IX-inch guns and two 150-pounder rifles at 2 o'clock. I did not, however, get fairly placed with anchors down until 3 o'clock, when I continued a smart fire until ordered out of action at 5:30 p. m.

The firing from Fort Fisher was not sustained and was often silenced for a considerable time. The distance, however, seemed too great, although the practice was good and kept the fire of the enemy down.

On the 25th I did not get in position until 2:20 p. m., when I tried my rifle range at about 1,700 yards, and anchored within half a ship's length on the starboard bow of the *Colorado*, as directed by verbal order, and opened with the IX-inch guns most effectively, using but one division at a time.

The enemy's fire, as on the day before, was feeble and not sustained, and was several times silenced for half an hour.

Held my position until ordered to withdraw at 4:55, but afterwards steamed up to *Minnesota's* stern and remained there with a slight renewal of my fire until ordered to retire from action and reserve ammunition, then growing short, for the assault.

Although fairly exposed, received but few hits and no damage of the slightest consequence. The enemy's practice was bad on both days, owing, I presume, to the steady and well-directed fire of the large ships and ironclads.

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*Not found.

From my position on the wheelhouse overlooking my entire battery, I had every officer and man under my observation, and I have sincere pleasure in testifying to the fine bearing, zeal, and gallantry of the divisional officers, viz, Lieutenant Bartlett and Acting Ensign Rhoades, of the first division; Lieutenant Brown, commanding second division; Acting Ensign Laycock, commanding third division; Acting Master Porter, commanding fourth division, and First Lieutenant William Wallace, who, with his fine company of marines, handled most effectively two extra IX-inch guns.

Lieutenant-Commander Blake, my executive officer, is all I can desire in battle—cool and collected, calm and intelligent. He is my right-hand man.

I also beg to call special attention to Ensign Preble, the master of this ship, who, whether under fire or any other circumstances, has proved himself without a superior in intelligence or ability on board the vessel.

My aid, Master's Mate Cooper, was prompt in answering signals and in his spare moments used the 12 pounder howitzer on the hurricane deck with effect.

Thanks to the officers of the powder division, Acting Ensign Bernbum, Gunner Waugh, and Sailmaker Holbrook, the ammunition was promptly supplied throughout the engagement.

The engines, under the control of Chief Engineer Johnson and his able assistants, were at all times ready for duty.

Boatswain Z. Whitmarsh and Carpenter J. E. Miller, stationed in the master's division, not only performed their own duties with intelligence, but gave valuable aid wherever they could.

The subordinate officers of the divisions, the captains of the guns and their spirited crews have my thanks for their labors those two days.

In short, I have every reason to believe that in action this ship will always be found efficient, wherever she may be placed.

If no more satisfactory results were obtained by the fleet from the operations of the 24th and 25th, we must look to the Army for cause. The Navy seems to have sustained itself.

I forward herewith the report of injuries to the hull and rigging, as also gunner's report of expenditure of ammunition. The reports of the commanding officers in this division will be forwarded as soon as received.

I am, very respectfully, your obedient servant,

S. W. GODON,
Commodore, Commanding Fourth Division North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Enclosures.]

U. S. S. SUSQUEHANNA,
Off Beaufort, N. C., November [December], 30, 1864.

SIR: I respectfully report that during the attack on Fort Fisher the only casualty occurring in the engine department was a damage to the smokestack, a round shot having gone completely through it.

Very respectfully,

JOHN JOHNSON,
Chief Engineer.

Commodore S. W. GODON,
Commanding Fourth Division North Atlantic Blockading Squadron.

U. S. FRIGATE SUSQUEHANNA,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to make the following report of the casualties in my department during the action of the 24th and 25th: Main lift shot away; both maintopmast stays (chain), foretop bowlines. With the above exceptions, no other damage done to anything appertaining to my department.

I am, sir, very respectfully, your obedient servant,

Z. WHITMARSH,
Boatswain.

Lieutenant-Commander F. B. BLAKE.

U. S. S. FRIGATE SUSQUEHANNA,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to make the following report of damages this ship sustained in the engagement of Fort Fisher and batteries on the 24th and 25th instant:

On the starboard afterguard, frame and joiner work nearly torn off, and inside of nettings, from the concussion by the continual firing of the guns.

The first cutter and barge were so damaged by the concussion as to be unserviceable and beyond repairs.

The gig was also torn apart by a hawser leading astern, which was entirely unavoidable.

A shell from the enemy exploded outside of the wheelhouse, of which a piece struck the shot rack and deck of the engine-room hatch on the starboard side.

All of which is submitted.

I am, very respectfully, your obedient servant,

JOS. E. MILLER,
Carpenter.

Lieutenant-Commander F. B. BLAKE.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Tuscarora.

U. S. S. TUSCARORA,
Off Wilmington, N. C., December 27, 1864.

SIR: In compliance with general signal just made, I am gratified to state that though shot and shell from the enemy fell during the two days' bombardment in every direction around me, none struck the ship, nor have I to report any casualty.

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga.

U. S. S. TICONDEROGA,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to report that, in obedience to your signal on the 24th instant to form line of battle, I took my station in the second

line and continued with the fleet, which stood in for the batteries on Federal Point, when at 2:30 I received your verbal orders to take position near the *New Ironsides*, which was accordingly done, and I opened fire with starboard guns on Fort Fisher.

At 3:15 p. m. an unfortunate accident occurred, caused by the bursting of the 100-pounder Parrott rifle into fragments, wounding Acting Volunteer Lieutenant L. G. Vassallo (at the time coolly sighting the gun) and killing 8 men and wounding 12 others severely. A few moments after this I received and obeyed your orders to go nearer the *New Ironsides*, and a continuous and effective fire was kept up until your signal was made at 4:50 p. m. to withdraw from battle.

I regret to report that during the afternoon the gunboat *Pawtuxet* collided with me, doing some injury.

On the 25th instant, after putting the killed and wounded on board of the hospital ship *Fort Jackson*, in accordance to orders, I took my position in line of battle, and at 2:40 p. m., in obedience to signal, placed this ship on the port bow of the *Colorado*, and port quarter of the *Susquehanna*, anchoring head and stern. An effective fire was then opened from the starboard guns at about 1,800 yards distance from the fort, which was continued until 4:30 p. m., when my supply of ammunition falling short, I withdrew from action without having received the slightest injury.

On the afternoon of the 25th the fire of the fleet was very effective, and so severe as to silence the enemy's guns for nearly an hour. The works were very much damaged, almost every shell going into them. From my point of view I thought their condition was such that had a vigorous assault been made during the night they might have been carried.

It gives me great pleasure to mention my entire satisfaction with the conduct of the officers and men under my command during the engagement. Amidst the depressing effect caused by the bursting of the Parrott gun and the loss of 20 of the crew, I could not but admire the intrepidity of the men in working their guns under the enemy's fire.

I would call your attention especially to the gallant conduct of William Shipman (coxswain), who, as captain of No. 2 gun, was stationed near the Parrott rifle when the accident took place. This man, seeing the effect produced by the explosion, at once encouraged those around him by exclaiming, "Go ahead, boys; this is only the fortune of war!" He richly deserves a medal at the hands of the Department. The conduct of Ensign W. W. Maclay and Acting [Master's] Mates William Cooper and Edward [A.] Sibell, by their coolness in encouraging the men at their guns in the midst of the carnage surrounding them, is also deserving of special mention.

The reports of the different departments of this ship, which have been duly transmitted, will show the amount of damage received and the casualties which occurred on board during the two days' operations.

I am, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Captain.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Flagship Malvern.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga, forwarding additional reports.

U. S. S. TICONDEROGA,
Off Beaufort, N. C., December 27, 1864.

SIR: I beg leave herewith to transmit the following reports, viz:

1st. The surgeon's report of killed and wounded during the engagement of the 24th and 25th instant with Fort Fisher.

2d. The gunner's report* and account of ammunition expended.

3d. Boatswain's report.

4th. Carpenter's report.*

No other injuries were sustained.

By the bursting of the 100-pounder Parrott gun there were 5 men killed and 4 wounded, belonging to that gun, and 3 killed and 7 wounded, belonging to the No. 1 IX-inch gun.

I have the honor to be, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN, *Captain.*

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. TICONDEROGA,
Off Wilmington, N. C., December 25, 1864.

SIR: I have to report the following casualties on board this vessel during the engagement with the batteries and Fort Fisher at Federal Point, North Carolina, on the 24th day of December, 1864 (caused by the bursting of our 100-pounder Parrott gun).

C. J. CLEBORNE,
Surgeon, U. S. Navy.

Captain CHARLES STEEDMAN,
Commanding U. S. S. Ticonderoga, off Wilmington, N. C.

[Subenclosure.]

Killed.

No.	Name.	Rate.	How killed.
1	John Hill	Seaman	By the bursting of 100-pounder Parrott gun.
2	James McCormick	do	Do.
3	Ludwig E. Wiltz	do	Do.
4	Charles G. Stites	Ordinary seaman	Do.
5	James T. Duffy	Landsman	Do.
6	James McMillen	do	Do.
7	James T. Ward	do	Do.
8	William Sinton	Second-class boy	Do.

Wounded.

No.	Name.	Rate.	Character of wound.
9	Edward R. Bowman	Quartermaster	Fracture of left leg.
10	Charles Brown	Seaman	Compound fracture of left thigh.
11	William E. Rochow	do	Incised wound of right eyebrow.
12	Louis G. Vassallo	Acting volunteer lieutenant	Incised wound of left eyebrow and mouth.
13	William Jones	Ordinary seaman	Fracture of forearm.
14	James Williams	do	Fracture of left leg.
15	Phineas Snyder	do	Wound of left thigh.
16	Jacob Holt	Landsman	Wound of left hip.
17	Shultz B. Martin	do	Abrasion of left hip.
18	Cornelius Collins	Marine private	Do.
19	William H. Milliken	Ordinary seaman	Abrasion of left leg.

Total, 8 killed and 11 wounded; grand total, 19.

* Not found.

U. S. S. TICONDEROGA,
Off Beaufort, N. C., December 27, 1864.

SIR: I have to report the following injuries to the rigging of this ship during the engagement on December 24 and 25 with Fort Fisher, viz: Port main topgallant backstay cut away; starboard fore-topsail sheets cut away.

Very respectfully, your obedient servant,

HENRY E. BARNES,
Boatswain.

Captain CHARLES STEEDMAN,
U. S. S. Ticonderoga.

Report of Commander Guest, U. S. Navy, commanding U. S. S. Iosco.

U. S. S. IOSCO,
Off Wilmington, N. C., December 27, 1864.

ADMIRAL: I have to report that on the 24th instant this ship took the position in the line assigned her in general orders in the attack on the forts on Federal Point. The firing from the ships had soon silenced the forts and set fire to the quarters. I found but little life in the batteries excepting the Mound, to which I directed my fire and succeeded in knocking down the rebel flag. This was in return for a shot which carried away the head of our foremast.

The condition of affairs at the forts at this time was such that I am convinced the troops could have occupied them easily had they been ashore.

On the 25th I led in this ship, followed by the vessels you had placed under my orders, to attack the Mound, viz, *Tacony*, *Sassacus*, *Quaker City*, *Mackinaw*, *Pawtuxet*, *Osceola*, *Pontoosuc*, *Maratanza*, and *Chippewa*, and approached as near as the water would permit (16½ feet) on the edge of the shoal. The pilots refused to go any nearer. After the vessels opened, the fire from the batteries was very feeble. At the Mound the rebels could be plainly seen running up to the top to fire when we ceased, and as hastily running down to shelter immediately after.

The boats of the vessels above mentioned were meanwhile, under Lieutenant Cushing, dragging the channel for torpedoes.

At 3 p. m. I received your orders to assist to land troops with the boats of all the vessels under my orders, which was immediately obeyed so far as sending the boats, but the difficulty was that no soldiers would land. On the contrary, the boats of these vessels were employed in taking them on board the transports, the rush being so great that in one case those who could not get into the boat hung on to the stern and were towed off.

The conduct of all on board this vessel was very satisfactory during the bombardment. The discipline and general efficiency of the crew are due to their excellent training by Lieutenant C. L. Franklin, executive officer. Acting Ensign W. Jameson shot away the flagstaff on the Mound. Acting Assistant Paymaster Scovel volunteered for duty on deck, which he performed creditably. On the 26th and during the night, covered the right flank of the army by shelling the woods; 27th, boats embarking troops.

I am, sir, very respectfully, your obedient servant,

JOHN GUEST,
Commander.

Admiral D. D. PORTER,
Commanding North Atlantic Squadron, off Wilmington.

Abstract log of the U. S. S. Quaker City, Commander William F. Spicer.

December 22, 1864.—At 11 a. m. flagship *Malvern* got underway and stood to the westward, followed by the *Nansemond*, with the powder boat in tow.

December 23.—At 4:30 p. m. steamed ahead in line in company with the fleet. At 5:20 came to anchor. All the fleet came to anchor.

December 24.—At 1:15 a. m. a large fire observed bearing W. ½ N. At 1:45 an explosion occurred and the fire was extinguished. At 7:10 got underway and stood W. by N. in company with all the fleet. At 9 piped to quarters, cast loose the battery on both sides, and got ready for action. At 3 p. m. got into position and opened fire. At first fire from the 100-pounder the muzzle burst about 4 feet from face, a large piece landing on deck, slightly wounding George F. Locke. Our fire directed upon Fort Fisher and Mound battery. Made signal to the *Cherokee*, her shell exploding near and over us; also the *Keystone State*. At 5:10 p. m. a shot from the Mound struck on our starboard bow, penetrating the planking. At 5:20 hove up and stood out in company with the fleet.

December 25.—At 10 a. m. flagship made signal to us. Steamed alongside the *Malvern;* received orders from the admiral to follow the *Iosco*. Took up position in line, following the *Iosco*. At 10:45 the *Ironsides* opened fire on the fort. At 11 the *Minnesota* opened fire on the fort. At 11:30 an army transport preparing to land, we steaming toward the Mound battery, following the *Iosco*. At 12:35 a small boat in charge of Lieutenant Cushing stood in toward the Mound. At 1:10 p. m. we opened fire upon the Mound battery, our shots falling short. At 2:05 sent second cutter in charge of Mr. Wilkinson to report to the *Iosco*. At 2:26 p. m. received an order from the admiral to cease firing and drag the channel for torpedoes. Order previously complied with by order of the *Iosco*. At 4:20 p. m. the *Iosco* made signal. Steaming toward the army transports, the army landing on the beach, the gunboats shelling the woods. At 5:30 p. m. set steam and signal lights. At 5:45 the *Nansemond* brought orders from the admiral to look out for and take in tow the ironclad *Canonicus* if necessary, in case it came on to blow. Steamed toward the ironclads. At 7:10 spoke the *Saugus*, asked where the *Canonicus* was; also spoke the *Ironsides*. Stood out E. S. E.; spoke the *Mahopac* and *Monadnock*. At 8 found the *Canonicus*. At 8:15 lowered the first cutter to run a hawser to the *Canonicus*. At 8:30 the *Canonicus* communicated with us; took the hawser on board again. At 9:15 came to anchor near the *Canonicus*. At midnight saw a flash of guns on the batteries.

December 26.—At 8 a. m. the flagship made signal. Got underway and stood in for the *Saugus*. At 8:40 spoke the *Saugus* and sent a boat to her with orders to heave her anchor up. Hove to near the *Saugus*, waiting to take her in tow. At 11:45 gave the *Saugus* our hawser and started off E. S. E.

December 27.—At 9:30 a. m. sent a boat in to Beaufort. At 3:45 p. m. the *Saugus* cast off our hawser.

Report of Captain Sands, U. S. Navy, commanding U. S. S. Fort Jackson.

U. S. S. FORT JACKSON,
Off Beaufort, N. C., December 27, 1864.

SIR: I submit the following report of the part taken by this vessel under my command in the attack upon Fort Fisher:

At 11 a. m. on the 24th instant, in obedience to signal from the flag-

ship, formed in line of battle and stood in with the fleet, taking up position as the leading ship of the second line, and at 2:10 p. m. anchored head and stern ahead of the *Juniata*, as per order and plan of battle, with the Mound bearing W. ¾ N., and opening upon the batteries between the Mound and Fort Fisher with spar deck rifles, 100 pounder and 30-pounder, and main-deck IX-inch shell guns. At 2:30 p. m., finding that we were dragging our anchor in the quicksand, and that owing to the crankness of the ship our main-deck guns were not reaching when the spar-deck rifles were pivoted on the same side, I hove up the anchor, and, cutting the stern hawser to prevent fouling the *Juniata*, I stood in ahead of her farther in, for a better position nearer the batteries. At this time the *Santiago de Cuba*, the senior ship of the line, made signal to follow her, and we stood around to the north end of the line of battle, taking up position without anchoring near the ironclads, opening upon the enemy at a shorter range than in our first position, which we kept up until signal was made to retire.

On our way to our last position we were hailed by the *Yantic* for surgical aid, her 100-pounder having burst and disabled part of her crew. Sent on board Acting Assistant Surgeon O'Callaghan.

Amid the continued shower of shells exploding over the fort and batteries it was impossible to see what execution was done by our own guns.

The amount of ammunition expended is as follows:

22 100-pounder shell, Parrott rifle; 35 30-pounder shell, Parrott rifle; 22 IX-inch shell.

We have no casualties to report.

On the 25th instant the *Fort Jackson* was detailed to receive the killed and wounded of the fleet, after which we stood in for the beach. Sent out boats to assist the army in landing, and, in obedience to your directions, followed them along as they proceeded toward Fort Fisher, to give you notice of the time of assault, but which not taking place, we, in obedience to general signal, stood for the anchorage of the fleet at dark.

Very respectfully, etc., your obedient servant,

B. F. SANDS,
Captain, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, of the capture of Flag Pond battery.

U. S. S. SANTIAGO DE CUBA,
Off Wilmington, December 25, 1864.

SIR: I have the honor to report to the admiral that we landed the troops this day at 1 p. m. in 41 boats, in charge of Lieutenant Norman H. Farquhar, who was with General Curtis, and they were the first to land. In these boats there were 500 men and officers, all of whom were landed without any accident whatever. At the time the troops landed, a white flag was hoisted on Flag Pond battery, a boat was sent immediately from the *Britannia*, *Tristram Shandy*, *Howquah*, and the *Santiago de Cuba*. The *Britannia's* boat's crew and officer were

the first to reach the fort, when 64 privates, 1 captain, and 1 lieutenant surrendered themselves with their arms to the navy. This occurrence took place before the troops reached the fort. All the prisoners were then sent on board of this ship as prisoners of war and are now here, subject to your orders. I herewith enclose you a list of the prisoners.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, off Wilmington, N. C.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the landing of troops.

U. S. S. SANTIAGO DE CUBA, *January 1, 1865.*

SIR: In obedience to your order of the 30th of December, 1864, I have the honor to report to Rear-Admiral David D. Porter that the U. S. S. *Santiago de Cuba* took her station on the 24th December, 1864, as directed on the chart of the plan for the bombardment of Fort Fisher. We fired 163 projectiles, all of which did good service. This ship was struck once, disabling her wash-deck pumps, this being the only damage done to this ship.

The fire of the fleet was terrific, and the fort was much damaged, guns dismounted, quarters burned, one magazine blown up, and guns silenced and the men driven to their casemates. I feel convinced if an assaulting party had attempted to enter the fort, it could have been easily taken on the first day.

On the second day I was ordered to superintend the landing of troops with an adequate force to have landed all the troops in a very short time. I stood in close to the beach, and after shelling Half Moon and Flag Pond batteries, I anchored my vessels in two divisions, leaving room for the transports to anchor between the two divisions. After the transports anchored, I ordered the boats to proceed for the troops, and at the same time I called on General Butler, and I informed him that I was ordered to assist him in landing the troops, when he informed me that he was only going to land 500 men. I remarked that it would be better to land more, as it was probable that we would not be able to land any the next day, as we might have bad weather. General Butler then remarked that we had better not land any, but the order was given to land 500, and I ordered Lieutenant Farquhar to proceed with the boats to land the troops, and 500 were landed in 41 boats, and the boats returned for more. About 2,000 were landed, when the order came for the troops to reembark, and we commenced immediately to take them on board and continued the work until about 10 o'clock, when the surf became so heavy that it was impossible to land.

The ship lost one of her best boats, and about 700 men were left on shore during the night of the 25th of December.

The forts had again been silenced and much damage done, and the fire from the fleet being so heavy that the men were again compelled to seek safety in their casemates; and had the assaulting party that approached so near the fort made the attempt I feel convinced that they would have been successful. Enclosed you will find the report of

the amount of ammunition expended. And it gives me much pleasure to state that every officer and man on board this ship did his duty in this action.

Very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Beaufort, N. C.

Report of Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Tacony, transmitting list of casualties.

U. S. S. TACONY,
Beaufort, N. C., December 27, 1864.

SIR: I have to submit the following report of the part taken by this vessel under my command in the engagement with the rebel fortifications at New Inlet, North Carolina, on the 24th and 25th instant.

On the 24th instant I took the position assigned this vessel in line of battle, and at 1 p. m. anchored head and stern opposite Fort Fisher, distant from it about 2,000 yards, and opened fire upon the fort and earthworks with the starboard battery, consisting of 3 IX-inch, 2 XI-inch guns, and 2 12-pounder rifled howitzers. Continued engaged till 4:50 p. m., when I hauled off in obedience to signal from the flagship, without damage to the vessel or loss of men.

On the 25th instant again took position assigned, and at 12 o'clock (meridian) opened fire with the same battery as used on the 24th instant. This time our fire was directed principally at the Mound or Battery Lamb. Continued engaged till 1:38 p. m., when we ceased firing and sent the cutter, under Acting Master Rudolph Sommers, and the launch, under Acting Ensign James B. Taney, to drag and buoy out the channel. While the boats were thus engaged, the enemy's batteries opened a heavy fire upon them, by which the cutter (Acting Master Sommers) was sunk, Henry Sands (seaman) killed, and Joseph Riley, quartermaster, slightly wounded. I have no other casualties to report; the vessel is uninjured.

The conduct of the officers and crew was perfect, evincing during both days coolness, zeal, and intelligence.

Acting Assistant Paymaster William S. Hosford, in charge of the after powder division, did good service, while for the general efficiency and good order which prevailed I am indebted to the energy and well-directed abilities of Acting Master N. S. Morgan, the executive officer of the vessel.

I enclose a statement of the ammunition* expended on the 24th and 25th instant, also a list of killed and wounded.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

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*Not found.

[Enclosure.]

U. S. S. TACONY,
Beaufort, N. C., December 27, 1864.

SIR: The following is a list of casualties to the crew of this vessel during the engagement of the 25th instant at Federal Point, North Carolina:

1. Henry Sands, ordinary seaman, age 26; both legs shot away at the knee joint, while on a boat expedition for the purpose of sounding and dragging the channel in front of the fortifications. The missile is supposed by the officer in charge of the boat to have been a 24 or 32 pound Whitworth shot. The casualty occurred about 4 p. m. The patient survived about two hours.

2. Joseph Riley, quartermaster, age 25; two slight wounds of left gluteal region, received at the same time and place from splinters, the boat having been shattered by the shot.

Respectfully,

GEORGE HOPKINS,
Acting Assistant Surgeon.

Lieutenant-Commander W. T. TRUXTUN.

Report of Lieutenant-Commander Truxtun, U. S. Navy, in response to General Order No. 75.

U. S. S. TACONY,
Beaufort, N. C., December 30, 1864.

SIR: I have just received your General Order No. 75, directing me to report on the condition of Fort Fisher and the works near it at the close of the late naval attacks made upon it by the fleet under your command on the 24th and 25th instant, and whether it was uninjured as a defensive work, as asserted by General Butler.

In reply I have to state that the enemy's fire on both days was much less than I expected; the barbette guns were completely silenced, while the casemated batteries fired but rarely. On the close of the 25th the fire of the batteries was so feeble it seemed to me the assault by the army might have been made with every prospect of success. I was in a position commanding a clear and unobstructed view of the north face of Fort Fisher, upon which I counted nine guns, without a man near them, and from which I did not see a shot fired for hours. These guns commanded the seabeach on which the troops had landed, and upon which they could plainly be seen advancing in widely separated detachments toward the fort. Up to sundown I am quite certain no assault on the works was made by the troops; at daylight I learned to my surprise they had not only embarked, but were leaving for Hampton Roads. I am unable to state the condition of the works, but I am certain the navy performed all that could have been expected of it, and that it did not receive from the army the spirited and gallant support it looked for.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Clitz, U. S. Navy, commanding U. S. S. Osceola, transmitting additional reports of casualties, etc.

U. S. S. OSCEOLA,
Off New Inlet, North Carolina, December 27, 1864.

ADMIRAL: I beg leave respectfully to present the following report of the operations of this vessel in the engagement with Fort Fisher and the adjacent batteries on the 24th and 25th instant:

After taking our position as per plan, on the afternoon of the 24th instant, and opening fire, we were signaled about 3 p. m. to come within hail, and under your instructions to change our position to one closer to the batteries. We took a position about 3:50 p. m. inside of the *Juniata* and ahead of the *Tacony*, where we reopened fire, directing almost our entire attention to the Mound fort and the batteries immediately in its vicinity. At 4:50 p. m. we received a X-inch solid shot about 3 feet below the water line, which passed through the side through the sandbags placed to protect the boiler, and into the starboard boiler, passing into No. 4 furnace. In consequence of this misfortune 6 men were scalded, 2 very badly. We continued firing till the water had nearly reached the fires, when I deemed it expedient to move out of line and made signal "Disabled;" and still finding that the water was gaining very rapidly, extinguishing the fires underneath the port boiler, I signaled "Sinking." By this time, having reached the outer line, lowered a boat and fortunately succeeded in partially stopping the leak.

I would beg leave to mention the promptness with which Lieutenant-Commander Upshur, of the *A. D. Vance*, and Lieutenant-Commander Truxtun, of the *Tacony*, came to my assistance, the former taking us in tow and towing us to a safe anchorage.

On the 25th instant at 8:20 a. m. got underway and took our station astern of the *Tacony*, subsequently reported by order to Commander Guest and went into position, opening fire on the Mound fort. Sent in a boat to drag for torpedoes and sound out the channel. At 2 p. m. ceased fire by signal from the *Iosco*. At 4:15 p. m., in obedience to signal, followed the *Iosco* to assist in reembarking the troops. After arriving in the vicinity of where the landing of the troops was being effected, we sent two launches for the purpose above mentioned. We anchored at about 7:30 p. m. close to the beach. The first launch returned to this vessel at about 2 a. m. of the 26th instant. The second launch was stove on the beach and afterwards burned by the crew, it being impossible to save her.

I am happy to say that the officers and men under my command did their duty most thoroughly. I am particularly indebted to Lieutenant John Weidman for his efficient aid during the action, and the good discipline and drill of the crew.

I herewith enclose reports of casualties, injuries, etc.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Beaufort, N. C.

[Enclosures.]

U. S. S. OSCEOLA,
Off Wilmington Bar, December 27, 1864.

SIR: The injuries received during the action of the 24th and 25th instant with Fort Fisher and the adjacent batteries are as follows:

At 4:50 p. m. on the 24th instant a X-inch solid or hollow shot struck

the hull of the vessel 14 feet forward of starboard paddle wheel and 2 feet below the water line, passing through the side of the vessel, through the sand bags placed between the starboard boiler and the skin of the ship into No. 4 furnace. A shot plug secured in the shot hole stopped the leak in a great measure. At 5:10 p. m. a leak was reported in the after magazine on starboard side, and on examination shortly afterwards found 2½ feet water in the after magazine and shell room. The leak was found to be in the after magazine and shell rooms, 4 feet from the water line. Both the magazine and shell room will have more or less water in them until the leak is stopped. The gig was badly damaged by the concussion of the guns on the quarter-deck. At 9 p. m. on the 25th instant the two launches were sent away to transport troops. The second launch was destroyed on the beach, it being stove. All the crew are aboard with the exception of William Booze, who was last seen aboard of one of the transports. There were lost in the boat 9 cartridge boxes and belts, with 60 rounds of ammunition in each box for Sharps and Hawkins rifle, 1 box of ammunition containing 1,000 rounds for Sharps and Hawkins rifle, 1 revolver, 14 oars, 2 boat hooks, 14 rowlocks, 2 20 gallon water breakers, 1 ax, 2 boat grapnels, 1 half barrel of pork.

Respectfully submitted.

JOHN WEIDMAN,
Lieutenant and Executive Officer.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

U. S. S. OSCEOLA,
Off New Inlet, North Carolina, December 27, 1864.

SIR: I have to report the following casualties which have happened on board this steamer:

Joseph Watson, coal heaver, scald.
Zacharia Mead, coal heaver, scald.
Timothy Donovan, second-class fireman, scald.
John Evans, coal heaver, scald.
Michael Doherty, second-class fireman, scald.
William O'Connell, first-class fireman, scald.
William B. Hews, landsman, metacarpal fracture.

Respectfully, etc.,

GEORGE F. WINSLOW,
Assistant Surgeon.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

U. S. S. OSCEOLA,
Off Wilmington Bar, North Carolina, December 27, 1864.

SIR: On the 24th instant, at 5:05 p. m., the starboard boiler of this ship was disabled by a X-inch solid shot passing through back of boiler into furnace No. 4, 17 inches below water line.

It is impossible to repair the injury until the ship is docked.

Very respectfully, your obedient servant,

THOMAS MCCAUSLAND,
Acting First Assistant Engineer, in Charge.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Report of Commander Clitz, U. S. Navy, commanding U. S. S. Osceola, in response to General Order No. 75.

U. S. S. OSCEOLA,
Beaufort, N. C., January 3, 1865.

ADMIRAL: In compliance with General Order No. 75, I have to state that I observed during both days of the attack that the fire from the forts had almost entirely ceased.

I am of the opinion that the works could have been carried by our troops had they made an assault.

I herewith enclose you the report of Acting Ensign Merry, of this vessel, in regard to the operations of the troops on shore.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Beaufort, N. C.

[Enclosure.]

U. S. S. OSCEOLA,
Beaufort Harbor, North Carolina, January 3, 1865.

SIR: I would respectfully state that, in obedience to orders, on the 25th ultimo I went on shore in charge of the second launch to assist in reembarking the troops that had been landed that morning.

After successfully taking off a number of loads my boat was swamped and stove on the beach, rendering me unable to render any further assistance.

In conversation with General Curtis and many of his officers I learned that a general dissatisfaction prevailed among them on account of the order to fall back. I asked why they were doing so, and was told that they did not know any other reason than except it being an order from General Butler.

I heard some of the officers say that in their opinion they might just as well have been in Fort Fisher as to be there lying in the sand. I was also told that our force was all ready to assault the fort and that General Curtis had sent to the rear for permission to do so, when he got the order to fall back and reembark the troops as soon as possible.

While on shore I had an opportunity to converse with many of the prisoners, and learned the following facts: That our fire had been very heavy and the enemy's works had been demolished to a considerable extent, and some of their guns dismounted.

I remained on shore all the next day and night, the surf running so high that no communications could be had with the fleet by boats until toward night. The next day I assisted with my men in getting the remaining troops off with life boat belonging to the transports. After the troops were all off I returned to this vessel as soon as possible.

I am, sir, very respectfully, your obedient servant,

JOHN F. MERRY,
Acting Ensign.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Report of Lieutenant-Commander Weaver, U. S. Navy, commanding U. S. S. Chippewa, in response to General Order No. 75.

U. S. S. CHIPPEWA,
Off New Inlet, North Carolina, December 31, 1864.

SIR: In obedience to General Order No. 75, I have the honor to make the following report of the part taken by this vessel in the action with

the enemy's forts at mouth of Cape Fear River on the 24th and 25th instant.

At 11 a. m. on the 24th instant, took position in line of battle as ordered by signal and cleared ship for action. At 2:20 p. m. took our position as per chart plan, and at 2:35 p. m. opened fire on the enemy's batteries between Fort Fisher and the Mound. Continued firing until 5:35 p. m., and when ordered to retire the enemy's works seemed to be much damaged, and at times their guns were completely silenced.

At 9:55 a. m. on the 25th instant, took our position in line of battle as ordered by signal, and at 10:40 a. m. commenced engaging the enemy's forts. At 11 a. m., in obedience to signal, ceased firing and sent a boat provided with grapnels over the bar to drag the channel for torpedoes.

At 4:30 p. m. stood to the northward and at 5:30 anchored near the army transports and sent boats to assist in landing troops.

The firing from the fleet was the best I ever witnessed; the forts seemed to be much damaged, particularly Fort Fisher, and, in my opinion, had an assault been made on that work by our land force on the evening of the second day's engagement it could have been carried with but little opposition.

In conclusion, I have to state that every officer and man on board this vessel did his duty.

I am, very respectfully, your obedient servant,

A. W. WEAVER,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron,
Flagship Malvern, Beaufort, N. C.

Report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Sassacus, in response to General Order No. 75.

U. S. S. SASSACUS,
Beaufort, N. C., December 31, 1864.

SIR: I have the honor to report that this vessel in the actions of the 24th and 25th instant, in line of battle, in position assigned by your order, fired 123 100-pounder Parrott shell, 10 100-pounder shrapnel, 119 IX-inch shell, 49 20-pounder Dahlgren shell, 12 12-pounder Dahlgren shell; all of which were directed with care and deliberation at Fort Fisher and the enemy's works adjacent thereto. It may not be amiss to state that the conduct of the officers and men was commendable during the two days' engagements. The fire of the ships throughout appeared to be overwhelming, the enemy not replying when our guns opened with vigor. The impression on my mind was that the works of the enemy were much injured, so much so that an assault determinedly made would result in their capture, and my astonishment was great when I heard that the army had resolved on a retrograde movement, as I considered that a corresponding effort made by the land forces would have secured the success of the combined attack of the army and navy.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Report of Acting Ensign Chase, U. S. Navy, of the U. S. S. Sassacus, regarding assistance rendered in embarking troops.

U. S. S. WABASH,
Off Beaufort, N. C., December 28, 1864.

SIR: In obedience to your orders, I proceeded to assist in embarking troops with the second cutter, leaving Mr. Wilson [Allison?] in charge of the launch. After getting off five or six boat loads, the boat was swamped in the surf, and I was obliged to haul her up on the beach, when I found she had started off a plank, and I could do no more with her till morning.

I then found the launch had also been swamped, and the officer and crew, except one man (Finnegan), had left the beach.

The next day I got the launch up and repaired her and got her in readiness to launch the first favorable opportunity, but the surf was too heavy during the day. On the morning of the 27th I was ordered by Brigadier-General Curtis to leave the boats on the beach and assist in getting off the troops in life boats, and some of the *Sassacus's* men were sent off in each boat. I rendered what assistance I could till all the troops were off, and then, not being able to return to the *Sassacus*, I went on board the flagship and was ordered to return to this ship. I protested against leaving the boats without trying to get them off, but General Curtis's orders were positive, and he said he would be responsible for the boats. They were afterwards destroyed by order of General Butler.

Very respectfully, etc.,

WHITMAN CHASE,
Acting Ensign, U. S. Navy.

Lieutenant-Commander J. L. DAVIS,
Commanding Steamer Sassacus.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island.

U. S. S. RHODE ISLAND,
Beaufort, N. C., January 1, 1865.

SIR: I have the honor to submit the following report of the part taken by the *Rhode Island* on the 24th ultimo in the attack upon Fort Fisher and other batteries.

This steamer took her position in the line designated upon the general plan of attack at 2:50 p. m., opening fire with the starboard battery upon Fort Fisher and the Mound; swung around, moored head and stern, and continued the fire with the port battery until the signal was made to cease firing.

At 3:45 p. m. the flag on Fort Fisher was cut away by a gun from the second division.

The *Rhode Island* was not struck, and there were no casualties on board during the action. Lieutenant Frederic R. Smith, executive officer of this vessel, rendered valuable aid in carrying out my orders during the action and in getting the vessel into line.

I have great satisfaction in stating that all the officers behaved with uncommon coolness, exhibiting great zeal in the discharge of their duties, and encouraging the men to do the same.

The petty officers, crew, and marines, one and all, behaved well at their guns and other stations, discharging their duties in a spirited manner, and maintaining a brisk and continuous fire upon the batteries.

I enclose herewith the gunner's report* of ammunition expended during the engagement.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Abstract log of the U. S. S. Monticello, Acting Volunteer Lieutenant D. A. Campbell, U. S. Navy.

December 24, 1864.—In line of battle off New Inlet. At 10:20 a. m. flagship made signals preparatory. At 11:20 immediately got underway and stood in with the fleet. At 12:55 p. m. went into action and opened fire on the batteries. At 5:15 ceased firing and steamed offshore. Expended 88 32-pounder shell; 40 IX-inch shell; 40 100-pounder shell; 168 fuzes.

December 25.—Off New Inlet reducing forts. At 9:35 a. m. flagship made general signal. At 10 went to quarters. At 10:06 the *Santiago de Cuba* fired the first shot at the Half Moon battery. At 11:30 beat retreat. The *New Ironsides* and the monitors shelling Fort Fisher since 10:45 a. m. Received from the *Malvern* 80 navy fuzes. Saboted, strapped, filled, and stowed in shell room, 40 spare shell for IX-inch gun, Dahlgren. From meridian to 4 p. m.: Shelling the forts. At 3 p. m. sent the second cutter to buoy out channel with other boats of the fleet. At 3:50 boats returned. Fired at Mound and batteries 9 100-pounder rifle shell and 1 IX-inch shell. At 4:30 p. m. started for the transport fleet and got the second and third cutter ready for landing troops, in charge of Acting Master Pettit and 6 men, armed, and third cutter, in charge of Acting Master's Mate C. Croton, with 4 men, armed. Boats left and returned at 7:30 p. m. At 8:20 sent in two boats to bring off troops. Boats returned at 12 midnight.

December 26.—Off New Inlet with transport fleet. From 6 to 8 p. m., the vessels shelling the woods. From 8 to midnight, the gunboats firing slowly all the watch.

Abstract log of the U. S. S. Maratanza, Lieutenant-Commander G. W. Young, U. S. Navy.

December 24, 1864.—Off Wilmington, N. C.—At 12:30 a. m. saw light of a fire bearing N. by E. ¾ E. At 1:40 saw a small explosion in the same place; at the same time the fire also disappeared. At 12:40 p. m. heard heavy firing in the direction of Bald Head light-house; supposed attack on Fort Fisher and batteries. Prepared ship for action.

December 25.—At 9 a. m. came to in the fleet. At 9:15 got underway and stood in for Fort Fisher. At 10:50 the *Ironsides* opened fire on the fort. From meridian to 4 p. m.: Fleet engaged in the bombardment. At 1:10 p. m. commenced firing from our IX-inch gun; fired 3 times and then ceased by order of the admiral. At 2:35 sent three boats in the S. E. channel to drag for torpedoes. At 3:50 the boats returned. From 4 to 6 p. m.: The fleet still engaged with the enemy. Received orders to remain and guard the S. E. channel. At 6:30 p. m. heard firing of musketry back of Fort Fisher. Firing at intervals by the enemy. At 7 saw a fire on shore. From 8 to midnight firing at intervals from Fort Fisher.

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*Not found.

December 26.—At 1:30 a. m. saw a heavy discharge of musketry near Fort Fisher; also of heavy guns. From 4 to 8 a. m.: Heard occasional firing from heavy guns and musketry to westward. At 11:30 a. m. went to general quarters and fired 4 shots at the enemy's batteries. At 5:40 p. m. went to quarters and fired 4 shots from the IX-inch toward Half Moon battery. From 8 to midnight: Firing at intervals. The fleet firing. Engaged shelling the woods.

December 27.—Fired IX-inch gun 5 times during the night. From 4 to 8 a. m.: During the watch fired 9 charges from IX-inch gun and 2 from howitzer at intervals. At 8:15 sent first and second launches to assist in embarking troops. At 10:45 hoisted all boats and stood out to sea.

Abstract log of the U. S. S. Mount Vernon, Acting Volunteer Lieutenant James Trathen, U. S. Navy.

December 24, 1864.—At 6:30 a. m. spread one fire and steamed ahead slow W. by N. Latitude at noon 33° 53′ N. From 4 to 6 p. m.: Considerable sea on. Discovered that the fastenings of the head of the rudderpost were loose and the cleat that confined the stern was split, and it appeared that a slight strain would wrench the rudderpost from its socket altogether, therefore thought it prudent to run into Beaufort for repairs. At 11:30 p. m. came to anchor.

December 25.—At 10:30 a. m. came to anchor in Beaufort Harbor.

Abstract log of the U. S. S. Alabama, Acting Volunteer Lieutenant Frank Smith, U. S. Navy.

December 20, 1864.—At anchor off New Inlet.

December 22.—Midnight to 4 a. m., lying to near the monitor *Mahopac*. From 8 to meridian, in obedience to signal from flagship, accompanied the *Mahopac* in the direction of Masonboro Inlet.

December 24.—At 8:20 a. m. flagship spoke us and ordered us to accompany the *Mahopac* inshore and then report to the *Keystone State*. Sent a hawser to the *Mahopac* and at 9 started ahead with her in tow. Finding it impossible to tow the *Mahopac*, her steering wheel becoming unmanageable, she was obliged to cast off the hawser. At 11:15 ran the hawser to her again, but she having repaired her steering gear started ahead. At 11:45 parted the hawser. At 12:30 reported to the commander of the *Keystone State*, and took our position in line. At 1 p. m. the engagement commenced with a gun from the *New Ironsides* and *Canonicus* and soon became general along the line. At 3:30 the flagstaff of Fort Fisher was shot away. At 3 the *Keystone State* signaled. Fired our forward Parrott rifle 12 times at the Mound, falling short each time. At 5:30 the flagship signaled to the squadron. The ship ceased firing and ran out to station.

December 25.—At 10:45 a. m. the *A. D. Vance* made general signal. Opened fire on a battery ashore, apparently deserted. At 11:30 lowered the launch and cutter and sent them to the transport *Ben De Ford* to transport troops ashore. At 12 m. a 12-pound conical shot struck in our hull on the port side, going through the waterway on the spar deck, and lodged in the waterways on the starboard side of the berth deck. At 12:15 p. m. hove up the anchor, the battery on shore firing lively, three shot going over us. At 1:20 spoke the *Brooklyn*. At 2:15 the troops commenced to land. At this time the battery ashore seemed

to be silenced. At 2:45 p. m. the *Vance* made signal. Ceased firing. At 5:20 p. m. spoke the *Emma*. She ordered us to anchor in line of battle and shell the batteries throughout the night. At 5:30 received orders to close in with the *Santiago de Cuba*. At 6:45 launch and first cutter returned. At 7 beat the retreat and secured the battery. Firing at intervals all the afternoon. At 9:15 got underway and stood out E. S. E.

December 26.—At 6 a. m. started ahead, and at 7:30 communicated with the *Vance*. At 8 beat to quarters, fired at intervals at the battery. At 8:45 spoke the *A. D. Vance* and received orders to fire an occasional shell at the battery. Kept the forward Parrott gun's crews at quarters, and fired at intervals all the morning. From meridian to 4 p. m.; firing occasional shots at the battery all the watch. At 5 p. m. secured the battery and closed the magazine. From 8 to midnight, occasional firing from the gunboats covering the troops on shore.

December 27.—At 10 a. m. mustered all hands and transferred the command of the ship to Acting Master William Bates, the resignation of Acting Volunteer Lieutenant Frank Smith having been accepted by the Navy Department.

Report of Acting Volunteer Lieutenant Balch, U. S. S. Navy, Commanding U. S. Howquah.

U. S. S. HOWQUAH,
Off New Inlet, December 29, 1864.

SIR: I have the honor to submit the following report:

On December 24, at 1:45 p. m., being in the inner line in 4 and 5 fathoms of water, with Fort Fisher bearing W. N. W., opened fire on Fort Fisher and batteries with the rest of the fleet; continued firing until 5:20 p. m.; stood off then and anchored in 6¼ fathoms of water.

December 25.—At 8 a. m. passed within hail of the *Malvern* and was ordered to report to the *Santiago de Cuba*. At 8:10 reported, and was ordered to follow *Santiago de Cuba* to cover the landing of troops. At 9:30 ran in and fired at the Half Moon battery, passing down to the Flag Pond battery, firing at intervals, but receiving no reply. At 11 was sent by Captain Glisson to General Butler with orders for transports to come in at once and land troops, as there were no batteries and a very smooth sea. At 12:30 called away gig in charge of Acting Ensign G. P. St. John, first cutter in charge of Acting Master's Mate F. P. Haskell, second cutter in charge of Acting Master's Mate R. B. Smith. At 2:05 landed with first load of troops. At 2:20 saw a number of men on Flag Pond battery (marked on the magazine Fort Anderson No. 2). Sent dingey in charge of Acting Second Assistant Engineer W. G. McLane, who brought off 5 prisoners and 11 rifles, which were turned over to the *Santiago de Cuba*. Continued landing troops until 5:30, when orders were given to take them from the beach to the transports again; continued until 9 o'clock, when the surf was so high our boats could not land. Firing at intervals to cover the troops on shore.

December 26.—At 8 a. m. got a line on shore and with all our boats commenced taking the remainder of the troops off. At 11:30 all the troops safely off from the beach; stood off and put them on board the transport *Weybosset*. Amount of ammunition expended, 177 rounds.

I have the honor to be very respectfully, your obedient servant,

J. W. BALCH,
Acting Volunteer Lieutenant, Commanding U. S. S. Howquah.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Master Crafts, U. S. Navy, commanding U. S. S. Little Ada, in response to General Order No. 75.

U. S. S. LITTLE ADA,
Beaufort, December 31, 1864.

SIR: In obedience to General Order No. 75, I have the honor to report that, with the exception of about two and one-half hours of active participation, I was passing along the entire line of ships either following your motions or carrying your orders. I consider the fort as having been practically silenced on both the 24th and 25th instant, and felt then, as I do now, that there would have been no serious difficulty in carrying the works by a vigorous assault. If so few of their guns were disabled I can not see why they did not work them, as they might have done after our fire slackened, and while there were plenty of vessels within range. The almost complete silence of the guns on the northeastern face of the fort induced me to think that they were disabled or were "quakers." I should have supposed that a soldier would have felt himself bound by every consideration of honor and patriotism to attempt those works by assault, but I am not a soldier and do not perhaps know what is discreet and what is not, but under similar circumstances I should like to be one of a thousand blue jackets to show what sailors can do and what soldiers might have done.

Very, respectfully, your obedient servant,

S. P. CRAFTS,
Acting Master, Commanding U. S. S. Little Ada.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Abstract log of the U. S. S. Wilderness, Acting Master Henry Arey, U. S. Navy.

December 24, 1864.—Flagship made signal "Prepare to get underway." *Minnesota* cast off our hawser and got underway. Flagship then made signal "Form in line of battle" and all the fleet did so, *New Ironsides* ahead and monitors following, they being followed by the frigates and smaller vessels. Meridian to 4 p. m.: Weather clear, wind fresh from S. W. At 12:50 *New Ironsides* commenced the attack, followed by the monitors. At 1:15 the action became general. Flagship made signal for this vesssel to come within hail. Did so and was ordered to act as tender to the flagship, which duty was performed during the fight. At 2 p. m. flagship made signal "Shot falling short," and the range was increased. At 2:30 Admiral Porter sent this vessel to order several gunboats up nearer to the fort, did so, and at this time discovered that a heavy fire was raging in Fort Fisher which fire burned till 4 p. m. At 3:02 the flagstaff and flag on Fort Fisher were shot away.

A flag was then set on the Mound battery, which was shot away several times during the action, but was always replaced in a few minutes. The firing from the fleet during the action was very heavy and rapid. This vessel was unable to fire a gun as she has only 24-pounder howitzers. From 4 to 6 p. m.: Weather clear, wind moderate from the S. W. At 5 p. m. flagship made signal "Prepare to retire from action for the night." At 5:10 made the signal "Retire for the night," which signal was obeyed by the wooden vessels. The *New Ironsides* and monitors continued to lie at anchor in the positions they had occupied during the day. At 6:30 p. m. got orders from the admiral to go in on the bar with this vessel. Got underway and started in.

December 25.—Employed removing the killed and wounded from the *Ticonderoga* and *Juniata* to the *Fort Jackson*. From meridian to 4 p. m.: Fight raging furiously. On one side rebel batteries returning slowly. At 1 p. m. General Butler commenced landing troops under cover of the gunboats. From 4 to 6 p. m.: Attending on flagship. The bombardment of Fort Fisher still going on. From 6 to 8 p. m.: Fight still continues. Following the flagship. At 8 p. m. steered for Beaufort, N. C.

December 26.—At 7:55 a. m. came to anchor off Beaufort.

Report of Lieutenant Lamson, U. S. Navy, commanding U. S. S. Gettysburg.

U. S. S. GETTYSBURG,
Off New Inlet, North Carolina, December 26, 1864.

SIR: I have the honor to submit the following report of the part taken by this vessel in the actions of the 24th and 25th of December, 1864:

At 11 a. m. on the 24th I returned on board this vessel from the *Wilderness*, and carried your orders to Captains Glisson and Rolando in regard to their divisions.

In the meantime the fleet was steaming in toward the forts in order of battle, and at 12:55 p. m. the *New Ironsides* commenced the action, quickly followed by the other vessels, the forts returning the fire briskly.

Having obtained permission from Captain Rolando to move in nearer, I took a position on the port bow of the *Brooklyn* and opened fire on Fort Fisher and the Mound, keeping it up steadily till the signal to retire for the night.

At 4:55 p. m. the *Osceola*, on our starboard bow, was disabled, and the *Gettysburg* took her place till 5:55 p. m., when we were called alongside the flagship by signal and directed to carry orders to the vessels off Western Bar, at the same time the signal was made for the fleet to retire for the night.

I proceeded to Western Bar and returning the next morning, 25th, found the ironclads and all the heavier vessels engaging Fort Fisher and the other vessels covering the landing of the troops on the beach. All the available boats of these vessels were employed landing troops.

I was directed by you to carry a message to General Butler and to assist in landing troops.

At 12 m. no troops had been landed, though many boats were in waiting, and it appeared to me that the most inexcusable dilatoriness was manifested in getting the troops started ashore, and I was struck with surprise that no more effort was made to hasten their landing.

General Butler informed me that the steamer containing his surfboats was at Beaufort.

Just as the first troops landed a white flag was shown from the Flag Pond battery, which was directly under the guns of the vessels, and a boat from the *Santiago de Cuba** landed and took possession.

During the afternoon the vessels covering the troops fired occasionally into the woods, but no enemy was visible in that direction.

Toward evening I was informed that General Butler had ordered the troops to reembark, and boats were sent to assist in bringing them off.

At 8 p. m. I was ordered to go down between the ironclads and the bar on picket duty.

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*See p. 351.

On the first day the firing was very good, both the flagstaff on Fort Fisher and that on the Mound being shot away. No effort was made to replace the flag on the fort during the action.

The entire interior of the fort was in dense flames, and several of the guns appeared to be dismounted, and the parapets as much injured as those of a sand fort can be by the fire of artillery.

On the second day the firing, as viewed from my position, was splendid. Scarcely a shell seemed to miss the fort, which was kept enveloped in a cloud of smoke and sand, the guns being completely silenced.

While on board General Butler's flagship [he], himself and his officers repeatedly expressed the highest admiration at the remarkable precision and the terribly destructive effect of the fire of the fleet.

General Butler remarked that no fortification in the world had ever before been subjected to so terrible a fire.

From a careful observation of the fort I do not doubt in the least but it could have been carried by the assault of two or three thousand men, under cover of the fire of the fleet.

It is impossible that there could have been more troops in the fort than the bombproofs could contain, and the fact of four of General Butler's men getting inside and bringing out the flag of the fort shows it was but weakly guarded.

During a year's experience on this part of the coast I have scarcely seen a more favorable opportunity for landing troops on the beach.

The conduct of my officers and men, under all circumstances, has been all that I could desire.

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Advance.

U. S. S. A. D. VANCE,
Off Wilmington, N. C., December 27, 1864.

SIR: I have the honor to submit the following report of the part taken by this vessel in the late bombardment of Fort Fisher and its auxiliary works:

The signal "Form line of battle" being made, the *A. D. Vance* took her position with the "reserves," and afterwards finding an opening near the *Rhode Island*, closed in with the second line of attack and opened with her 30-pounder Parrott on the principal work; this at about 2 p. m. Our fire was continued until 5 p.m., when the *Oscoola*, near by, signaled that she was sinking. I immediately steamed for her with boats ready to give assistance and took her in tow, at which time the signals were made "Cease firing" and "Retire for the night."

On the following day, having been assigned a division of six vessels under Captain Glisson for the purpose of drawing the fire of the Half Moon battery preliminary to landing the army, I moved in at about 8:30 a. m. and sent boats to take the troops on shore. While thus engaged a movable battery of Whitworths in the rear of Half Moon battery and an VIII-inch gun within that battery opened on my division and the transports near by.

I moved nearer to the shore, followed by the vessels under my command, and in half an hour, by the use of shrapnel, succeeded in driving the Whitworths from their position and silencing the VIII-inch gun, which was spiked and abandoned.

I am happy to have no casualties to report.

I am, very respectfully, your obedient servant,

J. H. UPSHUR,
Lieutenant-Commander, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Enclosed is a list of ammunition expended.

J. H. UPSHUR,
Lieutenant-Commander.

Abstract log of the U. S. S. Eolus, Acting Master Edward Keyser, U. S. Navy.

December 24, 1864.—Off Western Bar, Cape Fear River. At 1:35 a. m. observed an explosion bearing N. E. by E., about 14 miles distant. At 1:05 p. m. the senior officer signaled; weighed anchor and stood over to Cape Fear in obedience to senior officer's orders. At 1:50 returned and reported. At 1 the engagement commenced at Eastern Bar, off Wilmington. At 4:40 firing entirely ceased at New Inlet. Cruising off the bar.

December 25.—From 8 p. m. to midnight firing at intervals in the direction of New Inlet, during the watch.

Abstract log of the U. S. S. Moccasin, Acting Ensign James Brown, U. S. Navy.

[U. S. S. *Hero* from July 14–24, 1864.]

December 23, 1864.—Carrying orders and dispatches to the fleet.

December 24.—At 1 p. m. fleet formed in line of battle and steamed in to Fort Fisher. Fleet Captain Breese took charge of this vessel. Vessel running from ship to ship.

December 25.—At 7:30 a. m. received orders from Admiral Porter to report to Major-General Butler for duty. From 8 to midnight: Received orders from Major-General Butler to assist in embarking troops. Succeeded in getting two launch loads and delivered them to the steamship *Charles Thomas.*

December 26.—From midnight to 4 a. m.: Ran in to the beach in 4 fathoms water, but a heavy sea rolling in could not get any more troops. Steamed off into 5 fathoms water. At 7:30 a. m. received orders from Major-General Butler to report to Rear-Admiral D. D. Porter. At 9:30 reported and started and carried orders and dispatches among the fleet.

December 27.—Received orders to blockade New Inlet.

December 28.—At daylight saw two large blockade runners going in.

Abstract log of the U. S. S. Cherokee, Acting Volunteer Lieutenant W. E. Dennison, U. S. Navy.

December 23, 1864.—[Off Fort Fisher.] At 6 p. m. got underway and stood off S. S. E. about half a mile to get into line of battle and came

to anchor in 11½ fathoms water with the starboard anchor. At 11:30 p. m. made a vessel bearing E.; as she did not have any lights showing, challenged her, and she showed a white light.

December 24.—At 1:40 a. m. saw a fire and heard an explosion, saw several rockets; sent up Coston signals preparatory and answer Coston's. At daylight the fleet got underway and stood inshore. At 7:30 we got underway and stood in line of battle. From 8 to 12: Steaming inshore in line of battle. At 10:10 started the engine and lay head offshore. At 11 steaming in line of battle. *Keystone State* made signal "Prepare for action." At 1 p. m. the fleet commenced firing on Fort Fisher and the Mound battery. At 2:20 a shell set fire to some of the houses in the rear of Fort Fisher. Stood in and opened fire on Fort Fisher. The *Quaker City* made signal for us not to fire so close to her. Stood to the southward and commenced firing at the Mound. From 6 to 8 p. m.: Firing at Mound battery with 20-pounder Parrott rifle. At 5:10 ceased firing and stood offshore. At 6:40 came to anchor with port anchor. Expended this day 62 rounds of 20-pounder Parrott rifle charges. Expended 62 pivot charges for 20-pounder rifle and 62 pivot shells.

December 25.—At 7:50 a. m. the *Malvern* made signal; steamed toward her. From 8 to 12: Stood up toward the Half Moon battery and commenced firing at the forts. At 10 called away all boats to land troops. From 10 to meridian: The division, consisting of the following vessels, *A. D. Vance*, *Alabama*, *Emma*, *Cherokee*, and *Tristram Shandy*, were employed shelling the Half Moon battery and the adjacent woods; the battery returning our fire at intervals. At 11:30 the *Brooklyn* steamed ahead close inshore, shelling the fort and woods, the fort having previously ceased firing. From meridian to 4 p. m.: Employed shelling at intervals the battery and adjoining woods. At 1 p. m., having expended all our howitzer shell, resumed our fire with shrapnel. From 4 to 6 p. m.: Continued to fire at intervals at Half Moon battery and woods. At 5:30 p. m. the boats returned from landing troops. Anchored in 5 fathoms. Expended the following ammunition: 113 charges powder, 63 shells and 50 shrapnel for 20 pounder Parrott gun. Of fixed ammunition for 24-pounder howitzer, 77 shell and 9 shrapnel. From 8 to midnight: At anchor off Half Moon battery. At 10:30 veered to 30 fathoms to get broadside guns to bear on the battery. At 10:45 commenced a slow fire. Fired 14 rounds up to midnight.

December 26.—From midnight to 4 a. m.: Engaged with the starboard battery on Half Moon battery. At 2:30 a. m., the wind increasing, the spring on the chain parted. Ceased firing, got underway, and steamed off to 7½ fathoms water; came to with port anchor and veered to 45 fathoms, chain ready for slipping. At 10:20 a. m. called to quarters and commenced firing at the battery. Expended 44 shrapnel for 24-pounder howitzer and 4 solid shot for 20-pounder Parrott rifle.

December 27.—At 1:30 p. m. made signals to the flagship. The rebels in sight repairing their fortifications.

December 28.—At daylight discovered a runner inside the bar. Called all hands to quarters, steamed in, and fired the bow pivot 3 times. The runner went inside, out of range. At 2:30 p. m. the admiral's fleet got underway and proceeded to sea. At 3:15 squall from the S. W.

Abstract log of the U. S. S. Lilian, Acting Volunteer Lieutenant T. A. Harris, U. S. Navy.

December 24, 1864.—New Inlet. At 2 a. m. heard an explosion in the direction of Fort Fisher. At 7:30 signal from senior officer to get

underway, hove up anchor and secured it. From 8 to 12 meridian, fleet forming in line of battle. At 1 p. m. took our position and formed in line of battle near the *Keystone State* with the reserve fleet. At 12:20 p. m. the flagship opened the engagement and the whole fleet commenced bombarding Fort Fisher and adjacent batteries. At 4:45 the flagship signaled to come within hail. Ordered us to the west channel to look out for blockade runners.

December 26.—At 8:15 a. m. saw a steamer burning black smoke; gave chase. She proved to be a steamer with a heavy battery and showing the rebel flag. At 8:45 fired two shots at her from 30-pounder Parrott gun. At 9 she hauled to the S. W. At 10 lost sight of her. A very high sea running, ship leaking badly.

December 27.—At 2 p. m. received orders to proceed to Beaufort.

Abstract log of the U. S. S. Emma, Acting Volunteer Lieutenant Thomas C. Dunn, U. S. Navy.

December 24, 1864.—At 12:30 a. m. a fire seen burning toward the Eastern Bar [New Inlet]. At 1:30 a. m. an explosion occurred. At 2:50, moon rising, steamed in toward night station. Bald Head light not lit. At 8 p. m. got underway and stood in toward the bar on blockade duty. At midnight Fort Fisher bearing N. W. by N.

December 25.—At 10:15 flagship *Malvern* made signal for fleet to form in line of battle. Went to quarters. At 11:30 a. m. commenced firing at Half Moon battery. The fleet at the same time opened fire on Fort Fisher. Sent first cutter, in charge of Acting Ensign Beetle, and second cutter, in charge of Acting Master's Mate Morris, to assist in landing troops. From 12 to 4 p. m.: Steamed along in line of battle. Anchored and weighed anchor again according to signal from flagship *A. D. Vance*. At 12:15 p. m. a shell struck the ship from shore, which went through the gig and bridge and exploded in the master's storeroom. Kept up the firing all the afternoon from both sides. At 6:30 p. m. commenced firing again from port battery at intervals. First cutter returned on board from embarking troops. From 8 to midnight: Underway. Firing from port battery. At 9:30 ceased firing. Fleet bearing south and westerly.

December 26.—12 to 4 a. m.: Blowing heavy and rainy. At 9:15 a. m. weighed anchor and steamed inshore. At 9:55 called all hands to quarters. Firing from No. 1 pivot gun and port battery. Ship underway, steaming to the S. and E. From 12 meridian to 4 p. m.: Delivering orders to the fleet from Admiral D. D. Porter. At 2:50 arrived back at the fleet and spoke the flagship *Malvern*. At 4 p. m. ship drifting with fleet. Acting Master's Mate Morris returned on board with boat's crew from the *Wabash*, reporting loss of the second cutter. The following is the report of Acting Master's Mate Morris concerning the loss of the second cutter while in his charge: States that while returning from the *Santiago de Cuba* to the *Emma*, after assisting in embarking troops, and the night being stormy, was run into by a launch, when he ran alongside of the *Wabash* and stayed on board all night. In the morning, the boat being swamped, efforts were made to hoist her partly out of the water to bail her out, when she broke in half and drifted out to sea. At 5:40 p. m., in obedience to orders, steamed in toward the beach for the purpose of reembarking troops. At 7:50 commenced firing from No. 2 starboard gun and No. 2 pivot. At 10 ceased firing.

December 27.—From midnight to 4 a. m.: Lying at anchor, occasionally shelling the shore in rear of the Federal troops encamped on the beach. At 6:45 a. m. sent first cutter ashore, in charge of Acting Ensign Beetle, to reembark troops from shore.

December 28.—At 6:45 a. m. saw a steamer under the beach coming out, and the *Moccasin* fired a gun. Went to quarters and stood in toward the steamer. Opened fire on her from our starboard battery and 20-pounder pivot gun. The steamer turned around and went in again. The fort fired several times. Observed five steamers and a schooner lying inside. Acting Volunteer Lieutenant James M. Williams came on board and assumed command of this vessel.

December 29.—At 11:30 a. m. firing guns from Fort Fisher.

Report of Acting Master Porter, U. S. Navy, commanding U. S. S. Nansemond, in response to General Order No. 75.

U. S. S. NANSEMOND,
Beaufort Harbor, S. C., December 31, 1864.

SIR: I have the honor to acknowledge the receipt of General Order No. 75.

During the engagement of the fleet with Fort Fisher and other works, on the 24th and 25th instant, this vessel was employed in carrying orders and dispatches along the whole line of ships, and from my own observation I should judge that Fort Fisher was much injured, a part of the guns dismounted, and nearly all silenced by the rapidity of our fire. I think the fort might easily have been taken by assault on the night of the 25th.

I am, sir, very respectfully, your obedient servant,

J. H. PORTER,
Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Abstract log of the U. S. S. Keystone State, Commander Henry Rolando, U. S. Navy.

December 20, 1864.—Fleet at anchor off Wilmington, N. C., meridian to 4 p. m.: During the watch heard the report of several heavy guns in the direction of Fort Fisher.

December 24.—At 12 (midnight) two rockets were seen in a W. N. W. direction. At 12:45 a. m. saw a light, apparently from a burning vessel bearing N. W. At 1:50 a. m. saw a flash, followed by an explosion, in the same direction as the fire. At 3:30 a. m. a general signal by Coston lights was made, which we answered. At 5 a. m. signaling by vessels in the fleet, which we could not make out. At 7 the fleet commenced moving to the westward. At 7:30 made signal to the reserve division and proceeded to get underway and stand to the westward. From 8 to meridian: Steaming in line of battle toward Fort Fisher. From meridian to 4 p. m.: Steering in toward Fort Fisher in line of battle and in our position in the reserve line. At 12:30 p. m. the *New Ironsides* opened fire, and was followed by the whole fleet as soon as they got into position. At 1:09 the enemy commenced firing from the fort and adjacent batteries. At 1:10 p. m. the *Gettysburg* came within hail and brought orders from the admiral for this ship and the whole

reserve squadron to be ready for assisting and covering landing troops. At 2:12 black smoke and a blaze were seen from Fort Fisher. The flag had been shot down from the Mound battery. At 2:52 commenced firing from this ship with our two rifled guns and 32-pounder broadside, the Mound bearing about W. and Fort Fisher about W. N. W., near and between the second line of ships. At 3:30 a steamer was seen going up the river inside the Mound battery, and another fire was discovered nearly in the rear of Fort Fisher. At 3:50 the flag was shot from the Mound battery and also from Fort Fisher. At 3:55 a new flag was hoisted on Mound battery. At 4:25 ran up within hail of the flagship, and Commander Rolando was ordered on board the same. We were during this time firing our rifled guns when chances could be obtained to get range between and over the ships lying in line of battle. At 5 Commander Rolando returned from the flagship. Ceased firing and started engine at moderate speed. Fired during the action 56 shots from the 30-pounder pivot, 24 from the 50-pounder pivot, and 14 from the 32-pounder broadside gun. From 6 to 8 p. m. passed two transport steamers standing to S. W. along the coast.

December 25.—At Beaufort taking in ammunition.

December 26.—At 7:30 a. m. made the fleet off Wilmington. At 8 steaming slowly through the fleet. A continuous firing of heavy guns during the watch [from 8 to meridian]. From meridian to 4 p. m.: Drifting and steaming close to the flagship; the *Alabama* shelling the woods occasionally. At 2 the *Brooklyn* fired a few shot at Fort Fisher. At 3:30 stood out to the southward and eastward to anchorage. From 6 to 8 p. m.: Occasional firing in the vicinity of Fort Fisher. From 8 to midnight: A continuous firing of heavy guns to the westward during the watch.

December 27.—Commences and until 4 a. m.: Gunboats firing at intervals across Federal Point to protect our troops. From 4 to 8 a. m.: Heavy firing inshore.

December 28.—At 6 a. m. heavy squall from S. W. and rain. At 7 two of our gunboats fired a few shell at the beach. At 8:10 p. m. got underway and stood to sea.

Report of Acting Volunteer Lieutenant Huse, U. S. Navy, commanding U. S. S. Britannia, in response to General Order No. 75.

U. S. S. BRITANNIA,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to General Order No. 75, I have the honor to submit the following report of the part taken by this vessel in the late attack on Fort Fisher:

Arrived from Western Bar on the evening of the 24th. On the morning of the 25th was ordered by you to report to Captain Glisson, commanding the U. S. S. *Santiago de Cuba*, to assist in covering the landing of troops in the vicinity of Half Moon battery. I anchored this vessel in line of battle, in 4 fathoms of water, about 250 yards from the beach, and directly opposite Flag Pond Hill battery, upon which, as I saw it was full of soldiers, I opened and continued a rapid fire with 24-pounder howitzers. Just as the first boat landed containing troops, about three-fourths of a mile above, a white flag was displayed on Flag Pond Hill battery, upon which I ceased firing and sent a boat in charge of Acting Ensign W. H. Bryant to take possession, which he did, planting our flag upon the work and capturing about 70 prisoners,

which were sent on board the *Santiago de Cuba* by boats belonging to vessels in the vicinity. Boats from this ship were employed until after midnight carrying troops.

On the 26th too much surf to bring off troops. Remained at anchor near the shore, shelling the woods all night at intervals.

At daylight on the morning of the 27th veered chain, backed in, and ran a line to shore. Boats were employed until 11:45 a. m. reembarking troops until every man was off the beach.

Ammunition expended: 62 shell for 30-pounder Parrott; 220 shell for 24-pounder howitzers.

I have the honor to be, sir, very respectfully, your obedient servant,

SAML. HUSE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Abstract log of the U. S. S. Britannia, Acting Volunteer Lieutenant Samuel Huse, U. S. Navy.

December 23, 1864.—At daylight the fleet steaming for anchorage.

December 24.—At 12:45 a. m. saw a large fire. At 1:45 saw a large explosion in the same place. At 8:45 a. m. came to with port anchor near the flagship. At 1 p. m. continued heavy firing heard from the direction of Fort Fisher.

December 25.—At 9:50 a. m. the *Malvern* made signal. At 10:20 a. m. the *Santiago de Cuba* commenced firing. At 10:30 the *Governor Buckingham* commenced firing. At 10:40 the *Santiago* made signal. We commenced firing. At 10:53 the *Honequah* commenced firing. At 11 the *New Ironsides* commenced firing at Fort Fisher. A general firing by the fleet. At 11:45 *Santiago* made signal. Dropped kedge and sent a boat to land troops. At 1 p. m. received orders from the admiral to move closer inshore; did so at once. At 2:20 the *Santiago* made signal to get underway. Troops commenced to land. The men in the battery set a white flag; ceased firing. At 2:30 p. m. sent Acting Ensign W. H. Bryant, who planted the American flag on the battery. At 3 commenced transporting prisoners to the *Santiago de Cuba.* At 4:10 p. m. the troops were fired upon by rebel riflemen. At 4:10 our troops commenced firing from the battery with artillery. We commenced firing at the rebels. At 4:20 the *Santiago* signaled; ceased firing. At 5 received orders from the *Santiago* to commence firing. At 5:45 ceased firing from the fleet. The fort kept up a heavy fire up the beach till 6:40, when it ceased. At 5 troops commenced to reembark. From 6 to 8 p. m. embarking troops. From 8:30 to 10 p. m. heard heavy firing in the direction of Fort Fisher, with occasionally volleys of musketry. Embarking troops.

December 26.—Commences and until 4 a. m. Heard the report of guns from Fort Fisher and the heavy firing of musketry. At 4 continuous firing in the direction of Fort Fisher. At 9 commenced shelling the woods. At 11:30 a. m. the men on shore attempted to launch a boat which was immediately swamped. At 11.52 an army gunboat [transport] succeeded in getting a life boat on shore. From 12 to 4 p. m. calm, with heavy breakers on the beach. A line was run to the shore and communication opened with the troops. From 8 to 12 midnight, occasionally shelling the woods all the watch.

December 27.—Commences and until 4 a. m. Firing a shell every two minutes into the woods to the left of our troops all the watch.

From 8 to 12 meridian first cutter and whaleboat employed embarking troops until 11:45 a. m.

December 28.—At 6:40 a. m. sighted a large side-wheel steamer with two smokestacks run aground about one-half mile west from Fort Caswell. At 6:45 the *Maratanza* and *Tristram Shandy* ran in and commenced firing at her, the batteries on shore replying very rapidly. At 7 the fleet ceased firing and steamed toward the buoy. At 7:15 the batteries ceased firing.

December 29.—At 9:11 a. m. a two-smokestack, two-masted, side-wheel blockade runner steaming up the river for Wilmington.

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, commanding U. S. S. Governor Buckingham.

U. S. S. GOVERNOR BUCKINGHAM,
Beaufort, N. C., January 1, 1865.

SIR: I have the honor to submit the following report of the operations of this vessel in the late attack on Fort Fisher and the neighboring batteries:

At 1:20 p. m., 24th ultimo, signal was made from the *Keystone State* to attack the Mound and batteries. At 1:30 p. m. took a position between the U. S. steamers *Quaker City* and *Monticello*, opened fire on the fort and Mound, firing with good effect. At 5:30 ceased firing in obedience to signal from flagship, stood offshore, and anchored. At 9:10 a. m., 25th instant, followed the U. S. S. *Santiago de Cuba* in the direction of the Half Moon battery. At 10:20 a. m. opened fire on the Half Moon battery; received no response; standing slowly to the southward. At 11 a. m., in obedience to an order from Captain O. S. Glisson, anchored abreast of Flag Pond battery; could see that there were men in it. Opened a heavy fire on it from five rifled guns. At 11 a. m. sent the launch and second cutter to the *Santiago de Cuba*. Transports coming in slowly. At 3 p. m. sent the gig, in charge of Acting Assistant Paymaster Lynford Lardner, to assist in landing the troops. At 2:40 p. m. a white flag was shown from the battery on Flag Pond Hill; the troops at the time were pulling for the shore; an army launch was training a howitzer on it. I hailed them not to fire. Boats were pulling rapidly for the shore from the *Britannia*, *Howquah*, *Santiago de Cuba*, and other vessels. An ensign from the *Britannia* was first on the beach. He ran up to the battery, planted the United States flag, and received the surrender of the forces in the battery. About 5 p. m. orders were given from an army tug not to land any more troops; boats returned to the ship. Shortly after dark received orders to send all of my available boats to assist in reembarking the troops; immediately dispatched the launch and first and second cutters. The boats returned at midnight to the ship, the surf being too heavy for them. Anchored throughout the night in 4 fathoms water, in a good position to cover our troops in the event of their being attacked. During the 26th instant surf too heavy for our boats; firing an occasional shot in the direction of where the rebel troops were supposed to be. At 4 p. m. received a request from Brigadier-General Curtis, through Lieutenant De Kay of Major-General Butler's staff, to fire over the woods, as the enemy were massing in his front and both flanks; communicated with Commander J. C. Howell, commanding U. S. S. *Nereus*. He ordered me to move further to the southward and protect the left flank of the

army; hove up anchor, stood about half a mile to the southward, anchored, and commenced firing slowly. Throughout the night fired a gun every fifteen minutes just to the left of our troops on shore. At 8 a. m., 27th instant, dispatched the launch and first and second cutters to assist in bringing the troops off from the beach. At noon they returned to the vessel, all the troops having been gotten off. At 1 p. m. stood offshore. I am of the opinion that had the troops on shore been properly supported they would have gotten into the fort.

Very respectfully, your obedient servant,

JOHN MACDIARMID,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, commanding U. S. S. Governor Buckingham, transmitting reports regarding the reembarkation of troops.

U. S. S. GOVERNOR BUCKINGHAM,
Beaufort, N. C., January 2, 1865.

SIR: I have the honor herewith to enclose the reports of Acting Master's Mates F. H. Poole and William W. Hunter, who were in charge of boats from this ship, engaged in landing and reembarking troops.

Very respectfully, your obedient servant,

JOHN MACDIARMID,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Beaufort, N. C.

[Enclosures.]

U. S. S. GOVERNOR BUCKINGHAM,
Beaufort, N. C., December 29, 1864.

SIR: In obedience to your orders, was in charge of the second cutter of this vessel, engaged in taking off troops from shore to army transports on the 25th and 27th instant. Had in my boat different army officers who freely gave me their opinion that Fort Fisher could have been easily taken on the 25th instant, and they very deeply regretted that they were ordered to reembark without assaulting. I recollect one officer in particular saying that ten of his men lay under the embrasures all night, and that it could have been carried very easily.

Very respectfully, your obedient servant,

FRANCIS H. POOLE,
Acting Master's Mate, U. S. Navy.

Acting Volunteer Lieutenant JOHN MACDIARMID,
Commanding U. S. S. Governor Buckingham.

U. S. S. GOVERNOR BUCKINGHAM,
Beaufort, N. C., December 29, 1864.

SIR: In obedience to your orders, was in charge of the first cutter of this vessel on the 25th and 27th instant, engaged in taking off troops from shore to the army transports; was in conversation with army officers who had been down on a reconnoissance to Fort Fisher. They told

me that they fully believed that the fort could have been carried by assault by the troops that were on shore on the 25th instant, and they felt very much surprised as well as deeply mortified at being ordered to reembark without making the assault. I also heard great dissatisfaction with officers and men at their being withdrawn from what they all considered an easy victory, already within their grasp.

Very respectfully, your obedient servant,

WM. W. HUNTER,
Acting Master's Mate, U. S. Navy.

Acting Volunteer Lieutenant JOHN MACDIARMID,
Commanding U. S. S. Governor Buckingham.

Report of Acting Ensign Wood, U. S. Navy, commanding U. S. S. Tristram Shandy, in response to General Order No. 75.

U. S. S. TRISTRAM SHANDY,
Beaufort, N. C., December 30, 1864.

SIR: In compliance with General Order No. 75, I have the honor to make the following report:

At 8:55 a. m. of the 24th of December, 1864, I reported this vessel, as ordered, to the commanding officer of the U. S. S. *Keystone State* for assignment of my position during the engagement. At 3:10 p. m., about two hours after the firing became general from the ironclads, the larger vessels, and the forts, I took position and opened fire upon the Mound battery, continuing until general signals were made from your flagship to retire. Our firing was good, most of our shot striking the battery and many exploding right in the top of it. The other vessels engaging the same battery also made excellent firing, and much damage must have been done to it.

On the morning of the 25th of December, 1864, I received orders from you to report to the commanding officer of the U. S. S. *Santiago de Cuba*, which I did, and was assigned a position to the eastward and near the U. S. S. *A. D. Vance*. Taking that position, I opened on the Flag Pond battery, to the eastward of Battery Anderson about 3 miles. Our fire was returned briskly from a heavy gun mounted on this and a battery of Whitworth guns in the enemy's line of intrenchments, the shot falling very thickly near and around us. At 1 p. m., my ammunition being expended, I withdrew and steamed down for the *Santiago de Cuba*, which vessel was moored nearly abreast of Battery Anderson. While my boat was on board the *Santiago de Cuba* a white flag was hoisted on Battery Anderson, and I immediately sent the second cutter with Acting Master's Mate Robert T. Clifford on shore. He was the first on the beach, and when Battery Anderson surrendered it was to the navy, and the prisoners were taken by the navy, the U. S. S. *Britannia* having taken position in the early part of the day and kept up a rapid fire upon it.

From this vessel Fort Fisher could plainly be seen, and the impression of every officer (and the subject was freely discussed) was that it could not but surrender. It appeared to be in a very battered condition, several of the casemates being entirely destroyed, and we had not a doubt but that it would fall an easy prey to an assault by the troops landed for that purpose. I had no idea that it could possibly be defended much longer. The number and names of the prisoners and the number of rifles captured by this vessel have been already reported to you.

It is but justice for me to state that the conduct of all of the officers and men attached to this vessel during the action was deserving of all praise.

I have the honor to be, very respectfully, your obedient servant,

BEN WOOD,
Acting Ensign, Commanding pro tem.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Acting Ensign Wood, U. S. Navy, commanding U. S. S. Tristram Shandy, giving list of prisoners captured.

U. S. S. TRISTRAM SHANDY,
Off Western Bar, Wilmington, N. C., December 28, 1864.

SIR: I have the honor to forward the following report of prisoners captured by a boat from this vessel under charge of Acting Master's Mate Robert [T.] Clifford, at the surrendering of Battery Anderson, near New Inlet, on the 25th December, 1864, at about 2:30 p. m.: Sergeant Thomas F. Lanning, Sergeant John T. Sink, Corporal Thomas O. Ratts, Private Jesse H. Fritz, Private J. W. Koonts, Private Meredith Poole, Private R. A. Billings, Private Joseph Harrell, all belonging to the Forty-second North Carolina Regiment.

They were afterwards transferred to the U. S. S. *Lilian* by order of the fleet captain.

Very respectfully, your obedient servant,

BEN WOOD,
Acting Ensign, Commanding pro tempore.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Lieutenant-General Grant, U. S. Army, transmitting statement of Lieutenant-Colonel Comstock, U. S. Army, regarding operations against Fort Fisher.

CITY POINT, VA., *January 1, 1865.*

SIR: Herewith I submit a statement lately drawn up by Lieutenant-Colonel Comstock, of my staff, who was with the expedition which moved against Fort Fisher. It was his views of the situation, and no one had a better opportunity of seeing than he had, and no one is more capable of judging. The fact is there are but two ways of taking Fort Fisher, operating from the water: One is to surprise them while there is but a small garrison defending the place; the other is for the navy to send a portion of their fleet into Cape Fear River while the enemy's batteries are kept down by the fire from the balance. Troops can then land and hold the point until the troops in the fort surrender. With Cape Fear River in the hands of the enemy they have the same command over the sand spit on which Fort Fisher is built that we have. In the three days of good weather which elapsed after the army had reached the scene of action, before the navy appeared, our troops had the chance of capturing Fort Fisher while it had an insufficient garrison to hold it; the delay gave the enemy time to accumulate a force. Every preparation is now going on to get troops back to the mouth of Cape Fear River as soon as possible. The enemy may, by that time,

have withdrawn Hoke's division, which went from here to Wilmington. If not, Admiral Porter will have to run a portion of his fleet by the batteries, as suggested before, or there will be no earthly use in landing troops. The failure before was the result of delays by the navy, I do not say unavoidable, for I know nothing of the cause, since the work to be done is likely to require much greater risk on their part than if the delay had not occurred. I know Admiral Porter to be possessed of as fine judgment as any other officer and capable of taking as great risks. It will be necessary, however, that he should know and appreciate the situation in all its bearings, and be ready to act according to the emergency. I will write to him fully or send him a copy of this, and also send the same staff officer that accompanied the expedition before, who will lay the whole thing before him. It seems to me proper that these views should be laid before Admiral Porter by the Secretary of the Navy also.

U. S. GRANT,
Lieutenant-General.

Hon. E. M. STANTON,
Secretary of War, Washington, D. C.

[Enclosure.]

HEADQUARTERS ARMIES OF THE UNITED STATES,
City Point, Va., January 1, 1865.

SIR: I have the honor to submit some considerations on the recent failure at Wilmington, and on the chances of success of any future attempt. In my opinion the cause of the failure was the delay in making the attack, giving ample time to the enemy to put a force at Wilmington larger than the land force sent by us. The land forces embarked at Bermuda Hundred on the 8th of December, in the expectation of a very short delay at Fort Monroe. Owing to the weather and the powder boat they did not go to sea until the 14th, arriving off Wilmington the night of the 15th. Three days of good weather ensued, on any of which the army could have landed, the enemy, as we afterwards were informed, having at that time but 400 men in Fort Fisher and about 2,500 in the vicinity of Wilmington. If an attack had been made it would have had every chance of success that could have been expected.

On the evening of the third of these three days of fine weather Admiral Porter arrived, but a breeze sprang up the same night (December 18), making a landing impracticable. From this time till December 25 the army force could not land from bad weather, and the necessity of going into Beaufort, N. C., for coal and water. On the 25th a landing was effected. Prisoners captured from Hoke's division of Lee's army informed General Butler, as he told me, that Kirkland's and Hagood's brigades were there as reinforcements. Seventeen days had elapsed since the embarkation at Bermuda Hundred and eleven since the departure from Fort Monroe; both army and navy had shown themselves at Beaufort; all chance of a surprise was gone; a reconnoissance of Fort Fisher from the land showed it uninjured; a few skirmishers went up to the work, but when a body of about 300 men showed themselves 1,000 yards away from the work they were fired on by the work; an assault of the work in its uninjured condition, with 16 or 17 heavy guns sweeping the ground over which the assault would be made, was deemed impracticable, and the troops were reembarked. Prisoners who left the work in the morning reported the garrison to be 1,000 men, and gave the regiments.

The proper method of defense of a work like Fort Fisher under such circumstances would be to keep its garrison in its bombproofs to avoid loss, firing a few guns to prevent the navy from running by, and only manning the parapets at the moment of an assault. If there were more troops than were needed for the defense of the work or than could be sheltered in its bombproofs, they should be kept out of the work in the day to avoid loss from the navy fire, and brought back at night to resist any night attack. This seems to have been the method followed. The artillery fire of the fort was very slight—as was the musketry fire on our skirmishers—during daylight, but heavy after dark. We captured 200 men who had left the fort in the morning for want of bombproof shelter on their way back to it at night.

As to future operations, I think if an equal force, say 600 men, could be placed before Fort Fisher under the same circumstances as our force was in from the 15th to the 18th of December, it would have a good chance of success. This supposes that the enemy will at once diminish the garrison of Fort Fisher to 400 men, and take away whatever reinforcements were sent, and, in addition, that within a week from the embarkation here a landing can be effected there. At the present season this is a matter of much doubt. For a siege of Wilmington or Fort Fisher, the force should, in my opinion, not be less than 15,000 men. Supplying this force from the open beach or from Masonboro Inlet at this season of the year is, I think, very uncertain. If we had continued the landing begun on the 25th it would have, from bad weather, taken three days to get all the men ashore. I may add that at the time we were at Fort Fisher the *Tallahassee*, an ironclad, and another small armed vessel were reported in the Cape Fear River, and would suggest that if the navy is able to silence Fort Fisher, so that it can not interfere with an assault on shore, it would also be able to send some vessels past Fort Fisher, in case another attempt was made, to prevent troops being annoyed by the fire of those vessels.

Very respectfully,

C. B. COMSTOCK,
Lieutenant-Colonel and Aid-de-Camp.

Lieutenant-Colonel T. S. BOWERS,
Assistant Adjutant-General.

Extract from a report of Lieutenant-General Grant, U. S. Army, referring to the combined operations against Fort Fisher.

HEADQUARTERS ARMIES OF THE UNITED STATES,
Washington, D. C., July 22, 1865.

SIR: * * * Wilmington, N. C., was the most important seacoast port left to the enemy through which to get supplies from abroad and send cotton and other products out by blockade runners, besides being a place of great strategic value. The navy had been making strenuous exertions to seal the harbor of Wilmington, but with only partial effect. The nature of the outlet of Cape Fear River was such that it required watching for so great a distance that, without possession of the land north of New Inlet or Fort Fisher, it was impossible for the navy to entirely close the harbor against the entrance of blockade runners. To secure possession of this land required the cooperation of a land force, which I agreed to furnish. Immediately commenced the assemblage in Hampton Roads, under Admiral D. D. Porter, of the most formidable

armada ever collected for concentration upon one given point. This necessarily attracted the attention of the enemy as well as that of the loyal North, and through the imprudence of the public press, and very likely of officers of both branches of service, the exact object of the expedition became a subject of common discussion in the newspapers both North and South. The enemy, thus warned, prepared to meet it. This caused a postponement of the expedition until the latter part of November, when being again called upon by Hon. G. V. Fox, Assistant Secretary of the Navy, I agreed to furnish the men required at once, and went myself, in company with Major-General Butler, to Hampton Roads, where we had a conference with Admiral Porter as to the force required and the time of starting.

A force of 6,500 men was regarded as sufficient. The time of starting was not definitely arranged, but it was thought all would be ready by the 6th of December, if not before. Learning on the 30th of November that Bragg had gone to Georgia, taking with him most of the forces about Wilmington, I deemed it of the utmost importance that the expedition should reach its destination before the return of Bragg, and directed General Butler to make all arrangements for the departure of Major-General Weitzel, who had been designated to command the land forces, so that the navy might not be detained one moment.

* * * * * * *

U. S. GRANT,
Lieutenant-General.

Hon. E. M. STANTON,
Secretary of War.

Resolution of the House of Representatives of the United States, Thirty-eighth Congress, second session, requesting information regarding the bursting of guns.

JANUARY 5, 1865.—On motion of Mr. J. H. Hubbard,

Resolved, That the Secretary of the Navy be requested to communicate to this House, so far as he has knowledge, what number of guns were burst on board our fleet in the late bombardment of Fort Fisher; on what ships they were mounted; the cause of their failure; the number of persons killed and wounded thereby; and whether any of such guns were of wrought-iron construction.

Attest:

EDWARD MCPHERSON,
Clerk.

By CLINTON LLOYD,
Chief Clerk.

[First endorsement.]

The board on rifled ordnance will please answer the questions contained in this resolution of the House of Representatives.

H. A. WISE,
Chief of Bureau.

JANUARY 16, 1865.

[Second endorsement.]

From all the official information that we have been able to obtain, we find that five Parrott rifled guns burst on board our fleet during the attack on Fort Fisher on the 24th, 25th, and 26th December, and that they were mounted on board the following named vessels: *Ticonderoga*, *Juniata*, *Mackinaw*, *Quaker City*, and *Yantic*.

The cause of their bursting we have not been able to determine for want of sufficient data.

The number of persons killed and wounded is reported to have been 45. None of the burst guns were entirely of wrought-iron construction, but were all of cast iron, strengthened at the breech by a wrought-iron band.

J. S. MISSROON,
Commodore and Senior Member.

NAVY DEPARTMENT, *January 18, 1865.*

[Telegram.]

WILMINGTON, *December 23, 1864.*

Fleet reported this morning as unchanged in position and numbers. About forty vessels are assembled off New Inlet. Sea has been too rough for any landing outside of the bar so far.

BRAXTON BRAGG.

Lieutenant-Colonel W. H. TAYLOR,
Assistant Adjutant-General.

[Telegram.]

WILMINGTON, *December 23, 1864.*

The fleet which drew off in the rough weather is again assembled; seventy vessels now in sight on the coast. The advance of the troops only reached here to-night.

BRAXTON BRAGG.

Colonel JOHN B. SALE,
Richmond, Va.

(Copies sent to the President, Secretary of War, and the Adjutant-General.)

Letter from Major-General Whiting, C. S. Army, to Major-General Gilmer, C. S. Army, surmising regarding the enemy's plan of attack.

HEADQUARTERS,
Wilmington, December 23, 1864.

GENERAL: We seem to be in the midst of disasters all round. Our position here is very precarious, and as the enemy's fleet are off New Inlet in heavy force, in our present depleted condition it may be carried at any moment unless the enemy delay until Hoke shall have arrived. None of his people have made their appearance yet. The fleet seem to be waiting for smooth water. From various circumstances, I fear their plan is one I have been apprehensive of ever since Cushing's memorable exploit of coming in the harbor at night in a small boat—that is, to send in barges the first smooth and dark night with troops over New Inlet Bar, land on the beach at Confederate Point, and carry the batteries. It is perfectly feasible with our sadly diminished garrisons, the best men of which were taken to Georgia. The vessels of the enemy upon such a *coup de main* would follow in with scarce the chance of a shot, and the harbor is gone. In such an event, though the forts of the

western entrance might readily hold out until their provisions were exhausted, yet the whole system would be broken, and the best course would be to save the troops. I have always hoped to have a strong garrison for Confederate Point to obviate this danger, together with such a powerful supporting force as would make such an attempt too hazardous for trial, and force an attack from above. But our circumstances have been such that this appears to have been impossible, and we are caught at great disadvantage. It was to prevent any chance of such a movement on the part of the enemy that I ordered from England long since, on my own responsibility, three calcium lights. They have been reported at Bermuda for a month past, but unfortunately have not yet come in. With them in play, we could so illuminate the bar as to enable us to annihilate a boat flotilla.

Many indications lead me to think the enemy have hit upon this plan, so fraught with danger to us and so promising to them, with small risk. The confirmation of the reports of my spy from Norfolk, that heavy frigates, like the *Wabash* and *Colorado*, loaded with troops, would form the advance of the attack under Butler. These vessels and other heavy frigates are off here now, and as against this place could only be used as transports. The reported exercising with troops in an immense number of small boats at Norfolk, the presence of Cushing, the knowledge of the enemy of the great diminution of our force, and especially the absence of the usual transports which accompany an expedition destined to make a land attack, are all to me strong indications in favor of such a movement as I have described, which I must say is the best they could devise with our present means. A successful *coup de main* would give them, at an expense of no very large number of troops, a position most formidably secure against any effort of ours to repossess it should we be reinforced after the event, would completely stop all blockade running, and result inevitably and at no distant time in the possession of the Cape Fear River and Wilmington. If they delay till Hoke arrives we have a better chance. We have scraped up every pound of provisions; have about ten days for the troops now here; nothing for Hoke.

There is another course open to the enemy which would eventually produce the same results, but would take more time and trouble as well as cause more loss; that is, to make the landing near Gatlin Battery and take possession of any point on the river above Fisher. This would isolate the forts and, of course, cause their fall from the want of supplies, unless we could in the meantime dislodge the enemy. The possession of the Sugar Loaf hills would make them too strong to give much hope of the latter. Either is feasible. I have made such dispositions as have been in my power to arrest this, and am waiting in much anxiety Hoke's arrival. The force here being entirely inadequate, of course I have to weaken some other points. I had prepared one of the partially disabled blockade-running steamers to obstruct the Rip at New Inlet, but as British property, General Bragg declines to seize her. But the enemy know too much to try to pass the forts with their fleet. Depend upon it their troops will be put to open the harbor.

Very truly, yours,

W. H. C. WHITING,
Major-General.

Major-General J. F. GILMER,
Chief Engineer, Richmond.

[Telegram.]

FORT FISHER, *December 24, 1864—7 a. m.*

Fleet still off. Not light enough to define numbers. Wind west and southwest. Not a vestige left of the vessel that blew up.

W. LAMB,
Colonel, Commanding.

Major HILL.

[Telegram.]

FORT FISHER, *December 24, 1864—10 a. m.*

Fleet are about 6 or 7 miles off. I recognize *Ironsides* and three frigates of *Wabash* class in the fleet. Please do not take reserves from me. I need them at night and they can not stand marching to and from camp. Can't you send me Ezzell's company? I have to have such a heavy picket that it reduces my effective artillerists.

LAMB,
Colonel.

Major HILL.

[Telegram.]

HEADQUARTERS ARMY OF NORTHERN VIRGINIA,
December 24, 1864.

General Bragg reports that the enemy's fleet moved in about 1 p. m., *Ironsides* leading, and opened fire on Fort Fisher. A gunboat last night, in pursuing one of our steamers, grounded, was abandoned, and blown up.

R. E. LEE.

Hon. J. A. SEDDON,
Secretary of War.

[Telegram.]

WILMINGTON, N. C., *December 24, 1864—10 p. m.*

The bombardment of Fort Fisher was kept up by some fifty vessels, including two monitors, until after sunset, when the enemy withdrew. Our casualties were 23 wounded, including two officers. Damage to works and armament slight.

BRAXTON BRAGG.

Lieutenant-Colonel W. H. TAYLOR,
Assistant Adjutant-General.

[Telegram.]

DECEMBER 24, 1864.

Don't put self-acting torpedoes on the Rip till further orders. Want to get some obstructions there first.

W. H. C. WHITING,
Major-General.

Lieutenant PEMBROKE JONES,
Battery Buchanan.

Report of Major-General Whiting, C. S. Army, advising the immediate obstruction of the Rips.

HEADQUARTERS THIRD MILITARY DISTRICT,
December 24, 1864.

Flag-Officer Pinkney goes up this evening in the *Chickamauga*. Both he and I consider it essential that the Rips be obstructed, and at once. I gave orders to-day before I left to the engineer to send down at once what obstructions we have. I depended on placing a steamer. The *Arctic* is given to us for that purpose, though by no means so effective as what I desired. Please to give every authority in your power to send the *Arctic* by to morrow morning, to be placed on the Rips as an obstruction. I send this by the courtesy of Flag-Officer Pinkney. If they do not attack us to-night we will be well. I have directed Connally's force and 500 men from Kirkland as supports to-night. Very little damage done, although fire very heavy.

Very respectfully,

W. H. C. WHITING,
Major-General.

General BRAGG,
Commanding.

Report of Colonel Lamb, C. S. Army, commanding Fort Fisher.

HEADQUARTERS CONFEDERATE POINT,
Fort Fisher, N. C., December 24, 1864—6 p. m.

I have the honor to report by telegraph that the enemy's fleet, consisting of over fifty vessels, including two monitors, several armored vessels, and a large proportion of heavily armed frigates and sloops of war, commenced a furious bombardment of Fort Fisher at 12:40 p. m., which they kept up until 5:30 p. m., when they withdrew. They took position from opposite Howard's Hill to opposite the Mound, thus enfilading our land face and our camp. They destroyed about one-half our quarters, including headquarters. They damaged, more or less, some of our parapets and traverses, but no part of the work was greatly injured, except in front of Blakeley gun, on right of the northeast salient. They disabled one X-inch carriage, one VIII-inch carriage, and two 32-pounder carriages. The X-inch in the pulpit and the VIII-inch in the left of the northeast salient were dismounted by recoil. They will be mounted to-night.

The casualties were as follows: Wounded, 1 mortally, 3 severely, and 19 slightly; total, 23, viz, 2 commissioned officers (Lieutenant Matthew Washington Pridgen, Company H, Thirty-sixth Regiment, and Passed Midshipman Clarence Cary, C. S. Navy), both slightly; 3 noncommissioned officers, 16 privates, 2 seamen.

The garrison flag was shot away and the staff cut down. Battle flags were raised as soon as possible on the Mound and on the left bank.

The officers, soldiers, and seamen all did their whole duty, and are entitled to the thanks of their countrymen.

As the enemy attempted no passage of the bar and stayed out at long range, with the exception of their ironclads, I fired very slowly and deliberately. I am unable to know what damage was done them, but I am certain the injury inflicted upon them far exceeds the injury their bombardment did us. Our Heavenly Father has protected my

garrison this day, and I feel that He will sustain us in defending our homes from the invader.

WM. LAMB,
Colonel, Commanding.

Major HILL,
Assistant Adjutant-General.

[Telegram.]

SUGAR LOAF, *December 26, 1864—12 m.*

Please send a gunboat to patrol between Fisher and Anderson, to prevent crossing and annoy enemy's flank by fire at Craig's Landing.

ARCHER ANDERSON,
Assistant Adjutant-General.

Flag-Officer PINKNEY,
Wilmington, N. C.

[Telegram.]

SUGAR LOAF, *December 26, 1864—4 p. m.*

We have opened communication with Fort Fisher and now hold the river. I would be glad to have the gunboat down to cooperate, but it should not open fire.

BRAXTON BRAGG.

Flag-Officer PINKNEY,
Wilmington, N. C.

Letter of General Bragg, C. S. Army, to Flag-Officer Pinkney, C. S. Navy, regarding the services of Confederate naval forces in defense of Fort Fisher.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Wilmington, December 29, 1864.

SIR: The enemy having drawn off entirely since his discomfiture, there is no longer a necessity for the patrol on the river which you kindly established at my request. It affords me great pleasure to convey to you the assurance of my admiration for the conduct of your officers and men serving Battery Buchanan during the bombardment of the 24th and 25th instant. General Whiting speaks in the highest terms of their gallantry and efficiency. When the reports in detail are received I shall be able to lay the matter before the Government in a more formal and satisfactory dispatch.

I have the honor to be, sir, very respectfully, etc.,

BRAXTON BRAGG.

Flag-Officer PINKNEY,
Wilmington.

Report of Major-General Whiting, C. S. Army, transmitting report of Colonel Lamb, C. S. Army, commanding Fort Fisher.

HEADQUARTERS, *Wilmington, December 31, 1864.*

COLONEL: For the information of the general commanding, I forward the report of Colonel Lamb, commanding Fort Fisher, in the action of the 24th and 25th.

On receiving the information, at 1 p. m. on the 24th, that the fleet was moving in to take position, I at once ordered a steamer, and reporting to the headquarters, proceeded to the point of attack, reaching Confederate Point just before the close of the first day's bombardment, which lasted four hours and a half. That of the second day commenced at 10:20 a. m. and continued, with no intermission or apparent slackening, with great fury from over fifty ships till dark. During the day the enemy landed a large force, and at 4:30 advanced a line of skirmishers on the left flank of the sand curtain, the fleet at the same time making a concentrated and tremendous enfilading fire upon the curtain. The garrison, however, at the proper moment, when the fire slackened to allow the approach of the enemy's land force, drove them off with grape and musketry; at dark the enemy withdrew. A heavy storm set in and the garrison were much exposed, as they were under arms all night. At 8 a. m., 26th, a reported advance in boats was opened on with grape and shell.

The garrison remained steadily awaiting a renewal of the assault or bombardment until Tuesday morning [27th], when they were relieved by the supports of Major-General Hoke and the embarkation of the enemy. Colonel Lamb's report, herewith, gives all the details of the action. In an accompanying paper I will give you an account in detail of all matters which fell under my own observation during the action and the three succeeding days, which I beg you will cause to be forwarded for the information of the War Department.

As soon as other business will permit, a report in detail of the construction of the works, capacity of resistance, effect of fire, movements of the enemy, improvements suggested; and it will be made out and forwarded for the information of the Engineer Department.

In this it only remains for me to express my grateful sense of the gallantry, endurance, and skill of the garrison and its accomplished commander. To the latter I have already paid a just tribute of praise, not for the action only, but for his whole course at Fort Fisher, of which this action and its results are but the fruit. His report of the gallantry of individuals I fully confirm from my own observation.

I wish to mention Captain Munn, Lieutenant Latham, Lieutenant Hunter of the Thirty-sixth, Lieutenant Rankin of the First Battalion, Captain Adams of the light artillery, as very active and efficient. To Colonel Tansill, of my staff, we owe many thanks. To his skillful judgment and great experience the defense of the sand front was committed at the critical moment of assault. Of Major Reilly, with his battery, of the Tenth Carolina, who served the guns of the sand front during the entire action, I have to say he has added another name to the long lists of fields on which he has been conspicuous for indomitable pluck and consummate skill. Major Hill, chief of my staff, and Major Strong, aid-de-camp, here, as always, actively aided me throughout. The gallant bearing and active labors of Major Saunders, chief of artillery, to General Hébert, in very exposed positions, attracted my special attention.

I present my acknowledgments to Flag-Officer Pinkney, C. S. Navy, who was present during the action, for the welcome and efficient aid sent to Colonel Lamb; the detachment under Lieutenant Roby, which manned the two Brooke guns, and the company of marines under Captain Van Benthuysen, which reinforced the garrison. Lieutenant Chapman, C. S. Navy, commanding Battery Buchanan, by his skillful gunnery saved us on our right from a movement of the enemy, which,

unless checked, might have resulted in a successful passage. The navy detachment at the guns under very trying circumstances did good work.

No commendations of mine can be too much for the coolness, discipline, and skill displayed by officers and men.

Their names have not all been furnished to me, but Lieutenants Roby, Dornin, Armstrong, and Berrien attracted special attention throughout. To Passed Midshipman Cary I wish to give personal thanks. Though wounded, he reported, after the bursting of his gun, to repel the threatened assault, and actively assisted Colonel Tansill on the land front. Above all and before all, we shall be grateful, and I trust all are, for the favor of Almighty God, under and by whom a signal deliverance has been achieved.

Very respectfully.

W. H. C. WHITING,
Major-General.

Lieutenant-Colonel A. ANDERSON,
Asst. Adjt. and Insp. Gen., Hdqrs. Dept. of North Carolina.

P. S.—I wish it to be understood that in no sense did I assume the command of Colonel Lamb. I was a witness simply, confining my action to observation and advice, and to our communications, and it is as a witness that I report.

W. H. C. WHITING,
Major-General.

Detailed report of Colonel Lamb, C. S. Army, Commanding Fort Fisher.

HEADQUARTERS CONFEDERATE POINT,
Fort Fisher, N. C., December 27, 1864.

Tuesday morning, December 20, a Federal fleet commenced gathering off New Inlet. Rough weather prevailed until Saturday, December 24, when the weather was beautiful and the sea as calm as a lake. At noon the fleet weighed anchor and advanced in one line toward the fort, the *Ironsides* leading. At 12:40 p. m. the *Ironsides* opened and the other ships followed as they took their positions on left, front, and right of the fort, enfilading both land and sea faces. About fifty vessels of the fleet, including one double-turreted and two single-turreted monitors, joined in the engagement, and kept up an incessant fire until dark—5:30 p. m. The enemy directed the warmest fire at the flagstaff at headquarters until they had cut the flag and staff down and knocked headquarters into a mass of ruins. They fired projectiles of every description from a 3-inch rifle shell to a XV-inch round shell. They destroyed about one-half of the quarters, disabled 3 gun carriages, tore up large quantities of the earthworks, splintered some of the revetments, but did not injure a single bombproof or endanger any magazine. The greatest penetration noticed was not over 5 feet perpendicularly.

Our casualties were: Wounded, mortally, 1; seriously, 3; slightly, 19; total, 23. Commissioned officers, Lieutenant Matthew Washington Pridgen, Company H, Thirty-sixth North Carolina Regiment, and Passed Midshipman Clarence Cary, C. S. Navy, both slightly. (For particulars I respectfully refer to surgeon's report.)

As no attempt was made by the enemy to cross the bar, the fort fired slowly and deliberately, expending only 672 projectiles. The day was so calm that the smoke hung around our batteries and the enemy's ships,

and prevented our gunners, generally, from seeing the effects of their shots, but enough were seen to strike the enemy to know that their casualties must very far exceed ours. A number of vessels were withdrawn, and some were seen being towed off. The frigate *Wabash*, apparently bearing the admiral's pennant, was driven from her position late in the afternoon, and withdrew sternforemost, as if afraid to expose her broadsides. At dark the enemy withdrew, Fort Fisher firing the last gun. Everything remained quiet during the night. At about 10 a. m. next morning, December 25 (Christmas, the anniversary of the Prince of Peace), the fleet advanced again in single line toward the fort, led by the *Ironsides*. At 10: 30 a. m. the fleet, with the addition of another monitor (single-turreted) and some wooden steamers, recommenced an incessant bombardment, if possible more noisy and furious than that of the preceding day, which they kept up until after dark (nearly 6 p. m.). During the day a few more quarters were burned, more of the earthworks were displaced, but none seriously damaged, and five guns were disabled by the enemy.

About 2 p. m. the flagship and other frigates came closer to the bar and lowered boats, which approached to sound the bar. The Brooke-gun battery opened upon them, with other guns, and drove them out. The Armstrong gun, which had been held in reserve during the fight, was pointed late in the afternoon on the flagship lying off the bar, and one steel shot amidships caused the admiral's pennant again to withdraw. At 3:30 p. m. twelve of the enemy's barges came on the Caroline Shoals, about 1 mile to the right of the Mound, apparently to sound a passage for barges. It was a bold act, but the enemy paid for their temerity. A few shots from Battery Buchanan, the naval command under Lieutenant Chapman, first cut the flag from a barge and then cut the barge in two, causing the whole to retreat rapidly. The enemy made no attempt to pass the bar, and the firing was even slower and more deliberate than on the previous day, only 600 shots being expended. Occasionally the fire of the land or sea face was directed on a single ship, and it never failed to drive her out, at least for a while. One frigate more stubborn than the rest, received six large Blakely rifle shells in her sides before she would move. During the day the enemy landed a large force at Battery Anderson, a one-gun battery 3 miles up the beach.

At 4:30 sharpshooters were seen on our left flank, and they fired upon our gunners from the quarters across the causeway. A few discharges of cannister quieted them. At 5:30 p. m. a most furious enfilading fire from the fleet down our palisade line; a heavy line of skirmishers were seen advancing on our works. A fire of grape was opened along the line, the palisades manned by the infantry, and the advance repelled. Two battalions of Junior Reserves joined the Regulars in defending this line. Two prisoners from the One hundred and forty-second New York Regiment were taken and next morning a number of new graves were seen on the beach, and an officer's sword and some small arms and accouterments found scattered in front. Firing occurred along this line at night as skirmishers would show themselves, but no advance in force was made. At about 3 a. m. a boat party was reported as advancing on the Mound. The preparations made for the reception of such an advance was found amply sufficient to repel it, if it were seriously made, the boats seen disappearing very quickly. During the night the rain fell in torrents, wetting the troops and their arms, but it did not dampen their spirits nor interfere with their efficiency.

The following is the list of casualties for the day: Killed, 3; wounded, mortally, 2; severely, 7; slightly, 26; total wounded, 35. Total casualties, 38. Commissioned officers, Captain W. C. Strong, aid-de-camp, and Lieutenant Brown, adjutant Junior Reserves, both slightly wounded. Lieutenant T. L. Dornin, C. S. Navy, wounded in foot. One of the 3 killed fell from the shot of a sharpshooter on our left flank. For the two days (24th and 25th), killed, 3; wounded, 61.

The enemy were seen in heavy force on our land face Monday morning, but made no demonstration against us. This (Tuesday) morning, December 27, the foiled and frightened enemy left our shores.

I can not speak too highly of the coolness and gallantry of my command. In the fierce bombardment of twelve hours by the heaviest armed fleet that ever floated on the seas not one gun detachment was driven from their piece. The last gun on both days was fired by Fort Fisher. The battalion of the Thirty-sixth North Carolina Regiment that had helped to erect the works fought with a determination never to allow the enemy to take them, and the gallant officers and men representing the other artillery organizations of the Old North State—Tenth North Carolina Regiment, First, Third, and Thirteenth Battalions North Carolina Artillery—equaled in bravery and heroism their comrades of the Thirty-sixth. Adams' light battery not only skillfully handled their Napoleons under the fire of sharpshooters in the evening, but in the day did effective service at the heavy guns.

Major James H. Reilly, Tenth North Carolina Regiment, and Captain Daniel Munn, Thirty-sixth Regiment, my field officers, discharged their whole duty. To the coolness and experience of Major Reilly we are indebted for the defense of the land face, and to Captain Munn we owe our thanks for keeping one battle flag always floating defiance to our foe.

My adjutant, Lieutenant George D. Parker, left his bed to repair to his post, but unable to attend to the arduous duties of adjutant, of which he was relieved by Lieutenant John N. Kelly, he went to the batteries and fought gallantly through the whole bombardment.

The excellent order in which the attack found the ammunition and armament of this fort is due mainly to the practical experience and untiring energy of my ordnance men, at whose head is Ordnance-Sergeant Montgomery Long, of Thirty-sixth North Carolina Regiment. I would be pleased to have his services rewarded by a commission.

The staff on the Mound being unprovided with halyards, the battle flag had not been raised when the garrison flag was shot away. The order was immediately given to raise the flag, when Private Christopher C. Bland, Company K, Thirty-sixth North Carolina Regiment, volunteered, and, climbing the staff under a heavy fire, fastened the flag to its top. At once a terrific fire was poured on the Mound, and one end of the flag requiring to be fastened, Bland repeated the heroic deed, and unscathed by the fearful ordeal fastened the flag firmly to the staff, where it now floats, although torn and rent by fragments of shell.

During the bombardment on Sunday a burning shell fell into a gun chamber, when it was coolly extinguished and thrown out by Privates James Turner and J. H. Brisson, Company H, Thirty-sixth North Carolina Regiment.

Lieutenant W. H. Williford, Company F, Thirty-sixth North Carolina Regiment, and his gallant detachments never flinched from the Blakely in the redan, although the parapet in front was torn away and the gun and carriages splintered by shells.

I could mention numberless cases of daring equally deserving commendation, but I must leave them for the roll of honor. In the management of my long line of works it was impossible for me to see everything, and those acts observed among my own men attracted me most, as I knew the individual actors from our long association. I would make mention, however, of the detachment of officers, sailors, and marines from the Navy, under Lieutenant Roby, who came as volunteers from Battery Buchanan to join us. Besides the severe bombardment of the enemy from which this detachment suffered their full share, they had another ordeal to try them. In the afternoon of Sunday both of their 7-inch Brooke rifles burst—one at 2:30 p. m. and one at 4 p. m.—wounding quite a number; but, undaunted, they asked for other guns to continue the skillful firing which they had so gallantly done during the whole bombardment.

The skillful and efficient manner in which our wounded and sick were cared for during this bombardment reflects the highest credit on Surgeon Singleton and his assistant surgeons.

I would mention the gallantry of my aid, Captain C. H. Blocker, in carrying my orders through the heaviest fire.

I am indebted to Major W. J. Saunders, of General Hébert's staff, for most valuable assistance in his department during the engagement.

To the presence of Major-General Whiting and his staff, Colonel Tansill, Major Hill, and Captain Strong, from the evening of the first day's bombardment to the retreat of the enemy, I owe much of the confidence I felt in my command and much of the enthusiasm which inspired the men throughout the fight.

I feel that to God we owe this great victory. I appealed to Him during the hours of trial, and He protected my men and gave my garrison that bravery and unconquerable heroism which held Fort Fisher against a formidable attack by sea and land, and which saved our homes from the invader.

As soon as full reports of officers are received I will furnish a list of those officers and men who were conspicuous for gallantry, to be forwarded to the Adjutant and Inspector General, to be inscribed on the roll of honor.

Forty-four heavy guns were brought into action, 20 on land face and 24 on sea front. The land face is 682 yards in length; the sea face, 1,898⅓ yards; the total length of work, 2,580⅓ yards. Both faces bear on the sea.

On the 24th I had an effective total of 788 regulars, 140 junior reserves, total, 928. On the 25th an effective force of 921 regulars and about 450 junior reserves; total, 1,371. At night a reinforcement came from Battery Buchanan of about 60 sailors and marines, under Lieutenant Arledge and other officers.

I have the honor to be, very respectfully, your obedient servant,

WM. LAMB,
Colonel, Commanding.

Major JAMES H. HILL,
Chief of Staff and Asst. Adjt. Gen., Third Mil. Dist., Dept. of N. C. and Southern Va., Wilmington, N. C.

[Copy to Captain Hardeman.]

Report of ammunition expended in Fort Fisher, December 24–25, 1864.

COLONEL: I respectfully submit the following as a report of the magazine keepers at this fort of cartridges expended during the bombardment and land attack on the 24th and 25th of December:

Magazine.	December 24.	December 25.
	Rounds.	*Rounds.*
No. 1	40	35
No. 2	34	62
No. 3	55	60
No. 4 (Armstrong gun)	----------	4
No. 5	105	19
No. 6	106	18
No. 7	112	70
No. 8	25	84
No. 9	59	114
No. 10	6	70
No. 11	----------	60
No. 14	130	122
Total	672	718

About 118 of the cartridges expended on 25th were for grape, canister, and shell fired at land forces and boats of enemy.

Respectfully submitted.

M. LONG,
Ordnance Sergeant.

Colonel WILLIAM LAMB,
Commanding.

Reports of the surgeon in charge at Fort Fisher, regarding casualties.

FORT FISHER, *December 30, 1864.*

SIR: I have the honor to report the casualties in the action at Fort Fisher on December 24 and 25.

In the action of the 24th the casualties were as follows:

	Killed.	Wounded.
Commissioned officers	----------	2
Noncommissioned officers	----------	3
Privates	----------	16
Seamen	----------	2
Total	----------	23

On December 25 the casualties were:

	Killed.	Wounded.
Commissioned officers	----------	3
Noncommissioned officers	----------	6
Privates	3	17
Seamen	----------	8
Marine	----------	1
Total	3	35
Grand total	----------	61

Severely wounded on December 24	4
Severely wounded on December 25	7
Total	11

Very respectfully, your obedient servant,

S. SINGLETON,
Surgeon in Charge.

Colonel WILLIAM LAMB,
Commanding.

FORT FISHER, *December 30, 1864.*

SIR: In obedience with your request I send the following corrections, viz:

December 24, commissioned officers wounded: Lieutenant M. W. Pridgen, Company H, Thirty-sixth North Carolina troops, concussion from shell, slight; Past Midshipman Clarence Cary, slight, in right leg. December 25: Captain W. C. Strong, aid-de-camp, concussion left hip, slight; Lieutenant —— Brown, adjutant, First Battalion, Junior Reserves, contusion of hip, slight; Lieutenant T. L. Dornin, C. S. Navy, wounded in foot, slight.

On December 25 there were:

	Privates.
Killed	3
Mortally wounded	2
Severely wounded	7
Slightly wounded	26
Total	38

Very respectfully, your obedient servant,

S. SINGLETON,
Surgeon in Charge.

Colonel WILLIAM LAMB,
Commanding Fort Fisher.

Extract from the official diary of Colonel Lamb, C. S. Army, commanding the defenses of Federal Point, with headquarters at Fort Fisher.

December 23.—Fleet still off, but no demonstration made. Was reinforced to-day by arrival of Major Reilly's battalion, companies F and K of Tenth North Carolina Regiment, 110 strong, and the Seventh Battalion Junior Reserves. General Whiting placed Colonel Connally and the forces at Sugar Loaf under me to-night.

December 24.—*Little Hattie*, Captain Libby, came in last night. A blockader got aground near fort, set fire to herself, and blew up. Enemy attacked fort at 12:40 with over fifty vessels, ironclads, frigates, etc., and continued bombardment until 5:30 p. m. We fired 672 times. They did not injure works very seriously. Disabled five gun carriages. Casualties: killed, none; wounded, 1 mortally, 3 seriously, 19 slightly; total, 23. Commissioned officers: Lieutenant Washington Pridgen, Company H, slight contusion; Past Midshipman Clarence Cary, C. S. Navy, slightly in leg. Noncommissioned officers: First Sergeant J. M. Benson, Company B, Thirty-sixth, concussion and contusion of brain; Sergeant J. H. Johnson, Company F, Tenth Regiment, contusion in right arm; Sergeant C. M. Kelly, Company B, slightly in face; Corporal G. L. Britt, bruised in right side and arm. General Whiting arrived in thickest of fight.

December 25.—Fleet came up and opened at 10:30 and continued to bombard us furiously until dark, when enemy threw his skirmishers forward. I rallied men to palisades and drove them back with grape. Took 2 prisoners and killed several. Casualties of the day: Killed, 3; mortally wounded, 1; seriously wounded, 6; slightly wounded, 28; total wounded, 35.

December 26.—Foggy day and passed off quietly. Lieutenant-Colonel Tait and four companies from the other inlet reinforced me. In the morning saw enemy throwing up sand at Battery Anderson, and saw what I considered a heavy line of skirmishers from woods in rear of my cottage to Battery Holland.

December 27.—Enemy embarked on transports and left Confederate Point. They kept up shelling all night and all day till they all had left. Major French's battalion left for Smithville. General Bragg visited Fort Fisher. Major Millard's battalion left for Sugar Loaf. Colonel Graham's Twenty-first South Carolina Regiment came to the front. General Whiting has remained with me since his arrival on Sunday.

Report of Flag-Officer Pinkney, C. S. Navy, transmitting report of Lieutenant Chapman, C. S. Navy, commanding Battery Buchanan.

NAVAL COMMANDANT'S OFFICE,
Wilmington, January 4, 1865.

SIR: The report of Lieutenant Chapman of the incidents of the 24th and 25th ultimo is so comprehensive as to render any further report unnecessary.

The commendation which the officer serving at the battery and in the fort received from Lieutenant Chapman is merited. I deem it proper, though, to present to the notice of the Department the zeal manifested on the occasion of the attack by Lieutenants Armstrong and Dornin. These officers were here on the way to Charleston when the enemy appeared off the fort. They immediately volunteered to serve wherever they could be useful, and went with me to Battery Buchanan. On the commencement of the bombardment they asked to be permitted to go to Lieutenant Roby's battery, whither they went through the fire of the enemy. They remained in the fort until the termination of the bombardment. For this service I deem it my duty to commend them to the notice of the Department.

On the appearance of the enemy I was obliged to take a portion of the crew of the *Chickamauga* to serve the guns at Fort Fisher. These officers and men served with distinguished skill and gallantry, as is stated by Lieutenant Chapman.

The *Chickamauga*, though not immediately engaged in the defense, still rendered efficient service in the transportation of ammunition.

I have the honor to be, etc.,

R. F. PINKNEY,
Flag-Officer.

Hon. S. R. MALLORY,
Secretary of the Navy.

[Enclosure.]

BATTERY BUCHANAN, *December 29, 1864.*

SIR: I reported to you on the 20th instant that the fleet of the enemy had arrived off this place. They disappeared on the same day and

returned on the 23d, and anchored about 6 miles off Fort Fisher. A detachment of 29 men under Lieutenant Roby was sent from this battery to man the Brooke guns at Fort Fisher.

On the 24th, at 12 o'clock m., the fleet of the enemy got underway in line ahead (the *Ironsides* leading), and at 1 o'clock they opened fire on the fort. There were forty-three vessels engaged, throwing every kind of projectiles from a 3-inch bolt to a XV-inch shell. A most terrific bombardment continued until 5:30 p. m., when the enemy withdrew. On the 25th, at 10:30, the fight was renewed by the same number of vessels and the fire was incessant until 5:30 p. m., when the fleet again went beyond the range of our guns.

At 2:30 a number of boats were lowered from the ships of the fleet and approached the battery. I think they were dragging for torpedoes. We opened fire on them from one gun, and at the fourth discharge sunk one of their boats; the others quickly withdrew. At 5:20 p. m. a message was received from Fort Fisher saying the enemy had landed and were advancing on the fort, and asking for reinforcements. Two-thirds of the men belonging to the battery were immediately sent to the fort, under Lieutenant Arledge and officers of the companies. They double-quicked to the fort and got there in time to assist in repelling the assault. We were at quarters nearly all Sunday night, expecting an attack from the boats of the fleet.

On the 26th the men belonging to the battery, except those under Lieutenant Roby, returned from Fort Fisher. There was no firing on the fort on the 26th or 27th. On the 26th the forces of the enemy reembarked, and on the night of the 28th the fleet disappeared, leaving only the regular blockading squadron off this place.

Both of the guns commanded by Lieutenant Roby burst. I send his report.

Passed Midshipmen Cary and Berrien were with Lieutenant Roby, and I understand the conduct of these officers and the men with them is above all praise. Out of the 29 men from this battery, serving at Fort Fisher, 19 were killed and wounded, and I regret to state that some have since died. Lieutenants Armstrong and Dornin came down as volunteers. They went to the forts and behaved as gallantly as men could do. Lieutenant Dornin was painfully wounded by the explosion of a shell.

Very respectfully,

R. T. CHAPMAN,
Lieutenant, Commanding.

Flag-Officer R. F. PINKNEY,
Commanding Naval Forces, etc.

Report of Lieutenant Roby, C. S. Navy, commanding detachment from Battery Buchanan.

CONFEDERATE POINT,
Fort Fisher, N. C., December —, 1864.

COLONEL: In obedience to your instructions I have the honor to make the following report of the naval battery of two 7-inch Brooke guns during the bombardment of 24th and 25th instant:

About 12:40 on the 24th instant the fleet, approaching the fort in two columns, took position about 1½ miles distant and opened a most terrific bombardment. As soon as they came in good range of this battery we opened on them. Your orders in regard to firing slowly and deliberately were strictly observed.

At sunset the fleet hauled off. We expended 14 bolts and 9 percussion shells.

Passed Midshipman Clarence Cary was slightly wounded and 2 men seriously wounded by a fragment of shell.

At about 10:30 on the 25th instant the enemy's fleet came up in the same order of battle, and when within range we opened as on the preceding day.

At 2 p. m. several vessels lowered boats and sent them toward the bar, when Passed Midshipman Berrien was ordered to open on them, and they were soon driven back.

At 2:30 p. m. gun No. 1, commanded by Midshipman Cary, burst at the third discharge, disabling the carriage and wounding several men.

At about 4 p. m. gun No. 2, commanded by Passed Midshipman Berrien, burst at the eighth discharge.

At sunset the fleet hauled off. We expended 5 bolts and 6 shells.

Lieutenant Dornin and 14 men were wounded.

The distance, and frequently the smoke, prevented us from observing the effect of our shot on the enemy. Two vessels were towed out of action during the engagement.

The conduct of our officers and men throughout is worthy of all praise. Passed Midshipmen Clarence Cary and T. M. Berrien are young officers of superior intelligence, zeal, and gallantry, and should they be again associated with you on duty, I take pleasure in recommending them highly for any duty you may be pleased to assign them.

Quarter Gunner A. Wright behaved with remarkable coolness and gallantry.

Lieutenant T. L. Dornin, C. S. Navy, was with us during the bombardment as a volunteer, until receiving a very painful wound in the foot at the bursting of the first gun. His officer-like bearing was remarked by all present.

I beg leave to state that every precaution was taken in serving the gun, being well scraped and sponged before the action commenced, and during the bombardment was sponged three or four times before firing.

Very respectfully, your obedient servant,

F. M. ROBY,
First Lieutenant, Provisional Navy Confederate States.

Colonel WILLIAM LAMB,
C. S. Army, Commanding Fort Fisher, etc.

Unofficial letter from Lieutenant Armstrong, C. S. Navy, to Surgeon Galt, C. S. Navy.

WILMINGTON, N. C., *December 29, 1864.*

MY DEAR GALT: Your welcome letter reached me a day or so ago, in fact, only yesterday. I was at that time at Battery Buchanan, a naval work of four guns, defended by our old friend Chapman, whither I had gone to participate in the defenses of that battery and Fort Fisher. The enemy's fleet, consisting of 54 vessels, among them the *Colorado*, *Ironsides*, *Brooklyn*, etc., formed in line of battle and opened fire at 1 o'clock on the 24th, bombarding the fort (Fisher) continuously until 5:30, when they hauled out. We replied very slowly, firing only 600 rounds, while it was estimated the enemy fired 6,000. This day I was a spectator from the grim heights of Chapman's battery.

The next day (Christmas) I went up and volunteered with Dornin to assist Roby, who was fighting two of Brooke's 7-inch rifles. The gen-

eral ordered us not to fire, but to let the Yanks do their best. During this day's bombardment the enemy must have fired at least 15,000 shells, and never since the foundation of the world was there such a fire. The whole of the interior of the fort, which consists of sand, merlons, etc., was as one XI-inch shell bursting. You can now inspect the whole works and walk on nothing but iron. While this was going on a small boat was observed to pull close inshore as if sounding. Roby ordered a shell to be fired, which struck very close to her. Emboldened by our first attempt another was fired, when the gun (7-inch Brooke) burst into a thousand pieces, knocking everybody down, but fortunately killing none. Seven men were wounded, among them Tom Dornin had his right big toe broken, and was bruised very badly in other parts of the body. The other 7-inch Brooke was then fired, and burst worse than the other. How the men escaped, God only knows. I then went up and assisted a lieutenant in the Army to fight his two VIII-inch shell guns, and that night was placed in command of them by Colonel Lamb. After a bombardment of eleven hours the fleet drew off, and under cover of night attempted a landing, but were repulsed with small arms and grape. The casualties are small, 4 killed and 34 wounded, of whom 4 will probably die. The fleet left yesterday, probably to reorganize. I received orders on the 20th to report to Tucker, at Charleston. I requested torpedo service, but understand I am second lieutenant of the *Columbia*, Evans, captain; Dornin was to be first.

I will leave to-morrow. Chapman has a nice place, and is lord of all he surveys on the point.*

The Reefers (M. and A.) are expected here daily. I could not get leave.

Your friend, ARMSTRONG.

Extract from dairy of Midshipman Cary, C. S. Navy.

* * * * * * *

Until about the middle of December nothing occurred. The officers were granted leave. The *Tallahassee* was put out of commission about the 15th of December, and loaded with cotton. The command was given to Captain Wilkinson, Captain Ward taking command of the *Chickamauga*. I expected to go out in the *Chameleon*,† as she is now called, but I slipped up in my expectations. Heard of the grand Yankee fleet at Beaufort, N. C.

December 20, 1864.—Heard that the Yankee expedition had appeared off the bar. Great excitement prevailed in Wilmington. An order came from the commodore to send all the available men and officers down to Battery Buchanan (navy battery) to report to Lieutenant Commanding Chapman, C. S. Navy. Lieutenant Roby took charge of the party, 24 men in all, and I and Passed Midshipman Berrien also went. We proceeded down in the C. S. S. *Yadkin*, and reached Battery Buchanan about 4 p. m. Lieutenant Roby reported and found that we were to go to Fort Fisher to fight two 7-inch Brooke guns. Stayed at Buchanan all night.

December 21.—Marched the men up to Fort Fisher, which was a mile and a half distant. We reported to Colonel Lamb. Our men were given an old shanty for quarters, while we were quartered and messed with some very pleasant officers. They were Captain Faison, Captain Blocker, and Chaplain McKinnon. * * * The Yankee fleet is well

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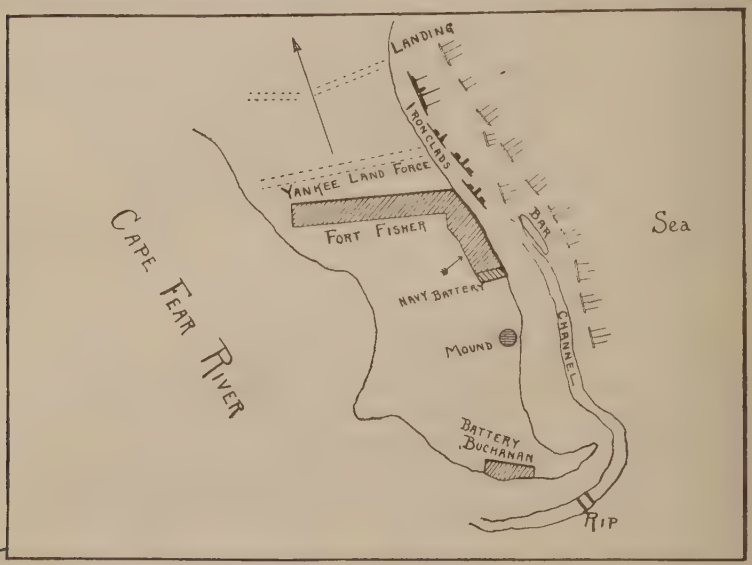
* Personal matter omitted.

† Formerly the C. S. S. *Tallahassee*.

off to-day on account of the weather. The monitors have not yet left Beaufort. It is blowing a strong gale from the southward and eastward, and there is a tolerably heavy sea on outside. In the fort the sand blows in every direction.

December 22.—The weather is better to-day, but intensely cold. Stationed and exercised my crew at the gun. The gun is a 7-inch Brooke rifle (navy pattern), mounted on an army Columbiad carriage; it requires 8 men to work it.

December 24.—Movements of the fleet plainly visible, as they are close in. The long roll beat about 1 p. m. and we went to quarters and were soon all ready for action. The frigate (ironclad) *New Ironsides* and three monitors, viz, the *Mahopac*, the *Monadnock*, double-turreted, and one single-turreted, led the way, the frigates coming next, and then the sloops and gunboats last. They came up two abreast until opposite the forts, when the outer line came on around the sea face and took their positions. The following diagram shows the positions



of the fleet. The enemy would have to cross the bar and rip where I have marked them down. Fort Fisher had about 50 guns and the fleet brought into action 580 guns, ranging from XV-inch and 100-pounder Parrotts down. At 1:20 p. m. the Yankees fired the first gun, and then the action commenced in earnest. It is estimated that the enemy threw on an average 100 shells a minute. The fort replied slowly, as the firing was too hot to keep the men at their guns. The quarters in the fort were soon in flames, and the flag was soon shot away. The noise of the guns and the bursting shell was deafening. Our sailors behaved with great coolness, and as we had no relief crews, they had tiresome work. Toward the last of the action one of the men (P. A. Foster) was mortally wounded in right shoulder by a piece of shell, which also hit me, very slightly wounding my left knee. One of Berrien's crew had his right leg shot off. Lieutenant Dornin, C. S. Navy, who came up as a volunteer, took charge of the gun when I went to the

hospital. I fired mostly at the U. S. frigate *Susquehanna*, and think I struck her in the fore-chains on the starboard side. About 5 p. m. the fire slackened and the fleet hauled off, it being too dark for fighting. * * *

December 25.—As soon as possible we went to our guns and piled sand bags to protect our battery, which was in an unfinished state. The Yankees did not give us much time, however, as the line came up and opened at about 9 a. m., as heavy as the day before. Just before the action Berrien and myself fired our guns and then carefully swabbed them out with wet sponges and then gave them a careful scraping. The fleet took very much the same positions as before, except that they went a little farther around toward Battery Buchanan. During the hottest part of the action the Yankees lowered their small boats and came in to sound the bar and also drag for torpedoes. I was firing my gun at these boats when it burst in many pieces, knocking down all of us who were around it, and wounding Lieutenant Dornin and five or six men. The bands separated and flew in every direction. It is truly wonderful that any of us escaped from the gun pit alive. There were, however, but two or three men wounded seriously. Soon after that Berrien's gun (also a Brooke) burst in the same way, and with much the same effect as to the men around it. I left the gun and went to headquarters, where I carried a few dispatches for General Whiting and Colonel Lamb, but I was mostly employed in getting the militiamen out of the bombproofs, where they were huddled together like so many sheep. * * * The above-mentioned portion of troops behaved in the most disgraceful manner. After a while Colonel Tansill, of General W.'s staff, by much threatening and persuasion, got the men to man the palisades. The enemy about that time threw out a heavy line of skirmishers, who advanced nearly up to the land face of the fort. They were soon opened upon with grape and canister from the heavy guns, which caused them to retreat faster than they came. I had the pleasure of eight shots with a rifle at a Yankee in a rifle pit, but do not think I hit him, as he was some distance off and it was growing dark. We were well tired out when the fight ceased, but of course great vigilance had to be, and was, kept up during the night. To add to the disagreeable duties of the night, it rained in torrents, also blew quite hard. There was one false alarm during the night; nothing more occurred.

December 26.—The sea being quite rough was, I suppose, the reason that the Yankees did not come up this day. We could see from the parapet, with a glass, the Yankees embarking from the beach in their small boats. I watched the heavily laden transports go off to sea and then, with great pleasure, a portion of the fleet sail. Everybody in the fort busily engaged to-day in repairing damage done to the works. Some few of the guns were disabled, but the fort is still in good condition. The casualties in the garrison yesterday amounted to about 70 killed and wounded. The inside of the fort is covered with pieces and whole shell.

December 27.—Staid at Fisher until evening, when we were ordered back to Battery Buchanan. On our arrival there with our small squad, all that were left of 24 used-up men, Captain Chapman turned out the garrison and gave three cheers for Lieutenant Roby's men, which were answered by us.

December 28.—I went on board the ship, being ordered back.

* * * * * * *

About the 15th of January the Yankees took Fort Fisher, after three

days' fighting, capturing all the garrison. Captain Chapman evacuated Battery Buchanan with nearly all his men. Our men, as a general thing, behaved well. The company of marines fought splendidly. General Whiting and Colonel Lamb were both badly wounded.

About the 2d of February I was granted leave to come to Richmond, and on the 15th I was ordered to the Confederate States ordnance works to report to Commander J. M. Brooke, and was put on duty at Confederate States naval laboratory. General Whiting died, a prisoner, at Governor's Island, N. Y., on the 10th of March. The *Chickamauga* was sunk at Indian Wells, on the Cape Fear River, after the evacuation of Wilmington. The *Tallahassee* was at Bermuda at last accounts.

Report of Acting Master Keyser, U. S. Navy, commanding U. S. S. Eolus, regarding the chase of a blockade runner.

U. S. S. EOLUS,
Off Western Bar, N. C., December 25, 1864.

SIR: I have the honor to report that at 1 a. m. of this date two blockade runners crossed the bar, bound out. I started in pursuit of one and kept her in sight by the blaze from her smokestacks until 3:30 a. m., and then lost her. The night was very dark. I continued my course (S. by E.) until daylight (7 a. m.).

Having no vessels in sight I returned to the bar, where I arrived at 2:30 p. m.; distance run off was 85 miles. Returning I examined the coast from Shallotte Inlet to the bar for inward-bound vessels without success.

I am, very respectfully, your obedient servant,

E. S. KEYSER,
Acting Master, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the care of the monitor Mahopac.

OFF NEW INLET, *December 25, 1864.*

SIR: In case it comes on to blow from the N. E., you will take care of the monitor *Mahopac* and look out for her, and proceed with her to Beaufort, N. C. Lookout for signals from me, and when you see them carry out the above order. If circumstances do not permit me to make signals, and it comes on to blow, take care of the monitor anyhow.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain O. S. GLISSON,
Commanding U. S. S. Santiago de Cuba.

(Similar order of same date to Captain Pickering, commanding U. S. S. *Vanderbilt*, to take care of the U. S. S. *Canonicus;* Captain Sands, commanding U. S. S. *Fort Jackson*, to care for the U. S. S. *Monadnock;* Commander Spicer, commanding U. S. S. *Quaker City*, to care for the U. S. S. *Saugus.*)

Order of Rear-Admiral Porter, U. S. Navy, to Captain Sands, U. S. Navy, commanding U. S. S. Fort Jackson, to tow the monitor Mahopac to Beaufort, N. C.

DECEMBER, 26, 1864.

SIR: You will proceed with the *Mahopac* in tow to Beaufort, see her safe in the harbor, bury your dead, and proceed to Hampton Roads with the wounded, turn them over, and return here without delay.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Captain BENJAMIN F. SANDS,
Commanding U. S. S. Fort Jackson.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding coal and provisions.

OFF WILMINGTON, *December 26, 1864.*

SIR: You will proceed to Hampton Roads, deliver your prisoners to the provost-marshal at Fortress Monroe, coal and provision your ship, and return to me without delay.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Captain O. S. GLISSON,
Commanding U. S. S. Santiago de Cuba, off New Inlet, North Carolina.

[Telegram.]

NAVY DEPARTMENT, *December 27, 1864.*

The explosion of the gunboat, spoken of by Richmond papers, would seem to indicate operations commenced. The date of that explosion is not given. Parties from Roanoke Island say they have had the strongest gales ever known. Can you be at Fortress Monroe or Norfolk Thursday forenoon without inconvenience?

G. V. FOX,
Assistant Secretary.

Lieutenant-General GRANT, U. S. Army,
City Point, Va.

Report of Commander Parker, U. S. Navy, transmitting information received from deserters.

U. S. MONITOR ONONDAGA,
Aiken's Landing, James River, December 27, 1864.

SIR: I have the honor to forward herewith some information obtained from five rebel deserters from the ironclad *Virginia* in James River.

They were sent on board this vessel for examination by Brigadier-General and Chief of Staff John W. Turner, after which they were returned to headquarters of the Army of the James by his request.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, Blockade off North Carolina.

[Enclosure.]

Information obtained from rebel deserters.

U. S. S. ONONDAGA, *December 27, 1864.*

WOOD and NELSON: At Drewry's Bluff there are 15 guns, consisting of 2 long 32-pounders, commanding the bank above the battery; two 8-inch smoothbore, bearing on the river; all the others, X-inch smoothbore, bear down the river but one; down by the blockade there is a X-inch columbiad bearing on obstructions. The obstructions consist of pens filled in with rocks about 300 yards below the bluff. The channel through the obstructions is about 15 yards from north bank. There is about 3½ fathoms of water in channel; about 4 feet fall to tide. The battery is manned by two companies of artillery and some marines (do not know how many), commanded by Colonel Terrett.

KNIGHT and WHITLOCK: At Chaffin's Bluff there are about thirteen guns—don't know the caliber—all bearing on river; can train them all down river. When Union gunboats engaged the batteries they did very little damage. Heard a rumor in Richmond that there was an expedition fitting out to capture Fortress Monroe. Chaffin's Bluff is manned by three companies of artillery. Major-General Pickett commands the line of works extending from the Appomattox River to the James River. The Union gunboats do no damage to works on the left of Howlett's. There are several batteries on the left of Howlett's, the first of which is called Chester Battery, has 2 X-inch columbiads, smoothbore. About one-fourth mile to left of that is another one called Battery Wood, having 2 X-inch smoothbores and one 8-inch Brooke rifle, 2 X-inch mortars, and two small mortars. To left of that is another called Battery Semmes, some guns, but don't know how many.

WALLING and BOWERS: Don't know how many guns at Chaffin's. Saw a large number of small fieldpieces and small mortars. Union gunboats do very little damage to Pickett's line between Howlett's and James River. Fort Brady killed 1 and wounded several men in Battery Semmes. In Battery Semmes there are several guns, two of which are X-inch smoothbores. There are a large number of mortars along the line of works between Howlett's and James River.

WILLIAM CARTER, Bristol, England, age 26; two months in Navy; came from Nassau, [New Providence], to Charleston in blockade runner *Rock Light*, screw, about 800 tons; shipped voluntarily in rebel Navy; served in *Patrick Henry*, four guns, smoothbore, old navy pattern.

Virginia, ram, 1 gun, 8-inch rifle, forward; 2 guns midship, 7-inch rifle; 1 gun, XI-inch smoothbore, aft. Sends 2 screw torpedo launches every night, no guns, and about one officer and six or eight men. Comes down as far as Bishop's. Deserted because of general dissatisfaction. Captain Dunnington commands *Virginia*. Has a crew of about 150 men and not many seamen; very many deserted. River planted with torpedoes opposite Signal Hill, and just below Bishop's, both percussion and electric wire. Putting a blockade down opposite a house just above the graveyard; consists of large lighters loaded with stone. No opening to be in it for passing vessels.

Rams well protected with logs around them and large torpedo spars and netting on them. A good lookout kept on them. Don't think that the torpedo boats or rams ever intend coming down.

Raft just below the rams clear across, and so fixed that both ends will open. Great care taken [as to movements near] to torpedo opposite, so that even their own picket boat can't pass.

Virginia has good machinery and can go 10 knots. Her officers are continually changing, and general dissatisfaction among the crew. Three men from *Onondaga* deserted to rebel ram *Virginia* last summer.

Not over 300 marines at Fort Darling under Major [Colonel] Terrett. Picket boats are filled with torpedo arrangements. Torpedo crews state the river has percussion torpedoes all across at Semmes, and very large, especially those connected with telegraph wire. Battery Semmes contains 3 X-inch columbiads and two 7-inch rifles.

Battery Brooke, opposite graveyard, contains 2 columbiads of X-inch and one 8-inch rifle.

Water batteries on the south side below Chaffin's, with X-inch guns and mortars. A 1-gun battery also close to it with X-inch smooth-[bore]. A new 2-gun battery also building near there. Seems positive that they will never come down, relying altogether on the batteries and torpedoes to securely defend the river. Knows nothing beyond rumor of any torpedo expedition fitting out by the Navy. Pickets placed on the bank every night to look out for torpedo boats from our fleet.

WILLIAM WHITE, Old Point Comfort born, age 30. Three years in rebel service. Entered Army in Sixth Virginia Regiment and was transferred to Navy in April last. Served on *Virginia;* armament 4 guns; forward, 1 rifle, 8-inch; 1 XI-inch smooth, aft; broadside, 2 rifles, 7-inch. Has 2 torpedo picket boats, no guns, and a crew of one officer and about six men. Came down to Bishop's. Deserted because he thought he was on the wrong side and has long looked for a chance to desert. General dissatisfaction among the crew of about 160 men, or 170, officers and all, and about 30 seamen only. Captain Dunnington commands. Has had many desertions from her. Large number of torpedoes between Bishop's and Dutch Gap. Some very large iron ones go with telegraphic wire, and a large number of small percussions. Thinks the officers imagine the river impassable on account of torpedoes, and that the rebels themselves couldn't get down on that account. Rams are protected with outriggers, with net and logs around the ship, and a large foreyard across the bow with nets and weights, and a very bright lookout kept on the rams. For several nights large scows have been towed down, filled with stone, and one schooner not yet sunk. The vessels are to be sunk on the bar just opposite or a little above the Graveyard. Torpedoes very thick below this point. A large boom across the river between this and the rams, and open on ends for boats to come through. But few soldiers in Fort Darling, but many large guns. Has heard about an expedition of torpedo boats similar to the "David," but does not know its destination. The picket boats are fitted with torpedo booms. Pickets placed on the banks on the lookout for our torpedo boats.

GEORGE BRENT, landsman, 39, Old Point, Va.; 3 years in Confederate service; in Navy since April, 1863. Formerly in Longstreet's corps.

Virginia, flagship, one 8-inch rifle forward, pivot. Two 7-inch rifles, broadside. XI-inch smooth-bore. 8-inch armor forward. 6-inch armor on sides. 18-inch pine wood. Does not know draft; knows she steers well. Could load and fire with old crew in three minutes. The crew now on board are conscripts. The complement is 175 men, and there are 150 now on board. Between Bishop's and Signal Hill are large torpedoes, 1,200 and 1,500 pounds powder. Some are percussion and some galvanic. Have been down about two weeks. Men at work now putting more down. Hunter Davidson's torpedo boat has been sent to Wilmington, [N. C.]. Two others like it are about being sent away.

Obstructions sunk on account of ironclad reported with 18-inches iron. The obstructions consist of sloops and schooners sunk on Kingsley's [Kingsland] Bar, end to end. The ironclads lie about 250 yards above them.

The *Fredericksburg* steams about 6 knots. The *Richmond* is the same speed as the *Virginia*. The *Virginia* is the farthest down the river. Picket boats do not come down below obstructions on Kingsley's [Kingsland] Bar. Small boats do not come down. The vessels are protected by outriggers and booms, with grates slung with heavy weights reaching 6 feet below the surface; the entire arrangement carried along when the ship gets underway. There are 6 lookouts on each vessel and two small howitzers on each. The conscripts are not supposed to be very good fighting men, as the balance of the crew kick them around. The large guns could not be depressed sufficiently to strike the deck of the *Onondaga* if close alongside. There are two howitzers on top. There are 25-pound torpedoes on all the boats, with pole 25 feet long; explode while in contact. There are torpedoes in the reach above Signal Hill, below Graveyard.

GEORGE HENRY DUNNETT, born in London; 26 years old; 3 years in Confederate service. Deserted from *Virginia* afternoon of 25th December; got liberty, came down river, crossed the river on a log, got a small boat, and went over and brought the rest of the party (4) and came into the Union lines. Rams are a little below Chaffin's Bluff. They are sinking obstructions just below them on Kingsman [Kingsland] Bar. Don't intend to leave any passage. Was quartermaster. The blockade is to be of sunken vessels formerly used for a bridge; five or six are now sunk, and a steamer brings one down every night. *Virginia*, Captain Dunnington, who is also executive officer. Commodore Mitchell is also on board; Lieutenants J. D. Wilson, [W. P.] Mason, and [Daniel] Trigg and 6 midshipmen. Crew very much dissatisfied; mostly conscripts. A boom across the river to stop floating torpedoes. At Bishop's 27 torpedoes, different sizes, some of them 1,200 pounds. Guns run out at nights. Can not get into ports. Two sentries forward, 2 aft, and 2 by the smokestack. All the rest of the watch inside casemate. Armament, XI-inch pivot aft, 8-inch pivot rifle forward, 2 7-inch rifles broadside, 1 howitzer forward and one aft, 12-pounder. Have just finished two launches about 25 feet long, steam, rigged with torpedo poles on the stem. They are used for picket duty now. Also three tugs. No rowboats out since the launches were finished. Tugs are the *Beaufort*, *Hampton*, *Nansemond*, and *Roanoke*. One lays by each night. Steam launches are the *Scorpion* and *Hornet*. They are fitting out an expedition for the torpedo boats under command of Lieutenant Read. Thinks they are to be taken overland; thinks it possible they intend to go to Point Lookout, as Lieutenant Read was a prisoner there, and has heard some of those who are going say it was possible to take a boat there and blow up the ironclad. This is only his surmise. Does not think they intend to come down river. The boats do not carry a howitzer. They are the same as Hunter Davidson tried on the *Minnesota* last spring. There is a good lookout kept on the vessels; very much afraid of torpedoes. Pickets all along the bank, and a great many torpedoes down and are planting more all the time. Should think it impossible for a boat to go up without being discovered. Rams change officers and men often. Crew very much dissatisfied; usage very bad. Crews will not fight well and not to be depended on; mostly conscripts. Shots from Fort Brady did not do any harm to any of the rams; only show dents in the armor.

Fredericksburg, ram. X-inch smoothbore aft, 7-inch rifle forward. 6. 4-inch rifle each side. Draws 13 feet, 100 men, commanded by Captain Rootes.

Richmond, ram. 7-inch Brooke rifle forward, 6. 4-inch rifle aft and 2 in broadside; draws 13½ feet.

Virginia has 150 men; draws 14 feet; spars around the rams, with booms about 20 feet from the side, and gratings hanging from them about 6 feet below the surface. Well protected and carefully watched of late.

THOMAS LONGMAIN, born in England; 22 years old; twelve months in Confederate service as a seaman; came to Wilmington, [N. C.], in a blockade runner; has been all the time on the *Virginia*. Two torpedo boats fitting out to go somewhere overland; kept very secret; the best and most reliable men picked to go. Putting lighters filled with stones below the rams; intend to put them across the river, so there will not be any passage; the channel filled now. Much afraid of torpedoes from Union fleet. Heard there were fifty torpedo boats in the river. Are putting a great many torpedoes down of various sizes. Pickets all along the river at night, looking out for torpedo boats.

Armament and draft of water of rams same as the previous man examined. Speaks of severe usage and inefficiency of crew. Says officers do not depend on the crews. Nearly all the petty officers are foreigners. Crew mostly North Carolina conscripts. Officers nearly all the time on board.

Virginia leaky, and quarters very cold and uncomfortable.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas, to proceed to Beaufort.

OFF NEW INLET, *December 27, 1864.*

SIR: Proceed to Beaufort, N. C., and scale your boilers, turning over the command of this bar to Lieutenant-Commander Weaver, of the *Chippewa*. Return here after performing the above duty.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander P. G. WATMOUGH,
Commanding U. S. S. Kansas.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Baker, U. S. Navy, commanding U. S. S. Vicksburg, to proceed to the blockade of Western Bar.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off New Inlet, December 27, 1864.

SIR: You will proceed at once with the *Vicksburg* under your command to the Western Bar entrance to Cape Fear River and help to enforce the blockade of that inlet.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander F. H. BAKER,
Commanding U. S. S. Vicksburg.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Faucon, U. S. Navy, to proceed to the blockade off New Inlet.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off New Inlet, December 27, 1864.

SIR: Proceed with the *Montgomery* under your command and report to Lieutenant-Commander A. W. Weaver, commanding U. S. S. *Chippewa*, for duty on the blockade of the New Inlet entrance to Cape Fear River.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant E. H. FAUCON,
Commanding U. S. S. Montgomery.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Cushing, U. S. Navy, transferring him from command of the U. S. S. Malvern to command of the U. S. S. Monticello.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off New Inlet, December 27, 1864.

SIR: You are hereby detached from the U. S. S. *Malvern*, and will proceed immediately to take command of the U. S. S. *Monticello.*

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant W. B. CUSHING,
Commanding U. S. S. Malvern.

Report of Acting Volunteer Lieutenant Pickering, U. S. Navy, regarding the unseaworthy condition of the U. S. S. Fort Donelson.

U. S. S. FORT DONELSON,
Beaufort, N. C., December 27, 1864.

SIR: I have to report that on Sunday, December 25, 1864, about sundown, being in latitude 33° 15′ and longitude 77° 25′, we encountered a very severe gale from S. E. to S. S. E., which continued with unabated fury through the night. The sea being very heavy, large quantities coming on board, and the ship apparently settling, I ordered her spar deck to be cleared of all weight; threw overboard one battery and cut away starboard anchor, which I think alone saved the ship, as she appeared to be relieved. The ship is totally unseaworthy during the winter, when heavy weather may be expected, and I fear will be lost with all hands during some gale, as she is very much strained from effects of the last.

Very respectfully, your obedient servant,

THOS. PICKERING,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, of the destruction of a blockade runner on Western Bar, December 27, 1864.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, December 29, 1864.

SIR: I have the honor to report the destruction of a blockade-running steamer on the Western Bar by the guns of the U. S. S. *Monticello*, Lieutenant W. B. Cushing, on the 27th instant.

The vessel was a total loss; name of the steamer unknown.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract log of the U. S. S. Monticello.

December 27, 1864.—Lieutenant W. B. Cushing reported on board to take command. At 4:30 p. m. stood inshore in company with the *Eolus* to shell blockade runners ashore. At 6 p. m. hauled off; was struck once below the water line, port quarter, with shot from Whitworth gun.

December 28.—Off Western Bar, N. C.

Abstract log of the U. S. S. Eolus, Acting Master Edward Keyser, U. S. Navy, commanding.

December 27, 1864.—At daylight made a schooner offshore and two blockade runners; one of them ashore near the wreck of the *McCae* and another on the bar under Fort Caswell. Slipped and stood within a mile of the beach and turned back and spoke the schooner *Alice B. Bandel*, from Hilton Head for New York, and ordered her to stand offshore and warned her of danger. From 8 to meridian stood to the edge of Frying Pan Shoals and made the fleet at New Inlet; fired a gun to attract notice and hoisted signals, boat code. Observed two steamers leave the fleet and steer for the end of the shoal. Steamed for the buoy. At 1:15 picked up and slipped chain and lay at anchor, with 40 fathoms. At 2:25 p. m. senior officer made signal; weighed anchor and cruised offshore in obedience to orders. At 3:30 stood out to sea; several shots fired at us from Smith's Island and the mainland through the watch. At 4 steamed inshore and spoke the *Monticello;* received order to lie still. *Monticello* made signal. Beat to quarters and cleared ship for action; followed the *Monticello* inshore toward the stranded steamer and at the distance of 1½ miles commenced firing at her.

Fired shells from 30-pounder rifle and from howitzers. Rapid firing from shore batteries. One shot (a Whitworth bolt) passed through the paymaster's office and cut off the rim and one of the arms of the starboard wheel. At 6:10 ceased firing and stood off. At 6:40 started for New Inlet.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rolando, U. S. Navy, commanding U. S. S. Keystone State.

OFF NEW INLET, NORTH CAROLINA, *December 28, 1864.*

SIR: You will proceed with the *Keystone State* under your command to cruise off the Eastern Bar.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander H. ROLANDO,
Commanding U. S. S. Keystone State.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Williams, U. S. Navy, commanding U. S. S. Emma, to proceed to blockade duty off New Inlet.

OFF NEW INLET, NORTH CAROLINA, *December 28, 1864.*

SIR: You will proceed with the *Emma* under your command to do duty as a blockader near the bar at the New Inlet entrance to Cape Fear River until further orders.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant J. M. WILLIAMS,
Commanding U. S. S. Emma.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Dennison, U. S. Navy, commanding U. S. S. Cherokee, to proceed to cruising duty.

OFF NEW INLET, NORTH CAROLINA, *December 28, 1864.*

SIR: You will proceed with the *Cherokee* under your command to cruise in a S. S. W. direction from the Western Bar, Cape Fear River, to a distance of about 120 miles.

Respectfully, your obedient servant,

[DAVID D. PORTER,]
Rear-Admiral.

Acting Volunteer Lieutenant W. E. DENNISON,
Commanding U. S. S. Cherokee.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign James Brown, U. S. Navy, commanding U. S. S. Moccasin, to proceed to duty as a blockader.

OFF NEW INLET, NORTH CAROLINA, *December 28, 1864.*

SIR: Proceed with the *Moccasin* under your command to the Western Bar, Cape Fear River, and report to the senior officer there for duty as a blockader near the bar.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER, U. S. S. Moccasin.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Temple, U. S. Navy, commanding U. S. S. Pontoosuc, to cruise off New Inlet.

OFF NEW INLET, NORTH CAROLINA, *December 28, 1864.*

SIR: You will proceed with the *Pontoosuc* under your command to cruise off New Inlet, at the distance of about 10 miles to the southeastward of the inlet.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander W. G. TEMPLE,
Commanding U. S. S. Pontoosuc.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Spotts, U. S. Navy, commanding U. S. S. Pawtuxet.

OFF NEW INLET, NORTH CAROLINA, *December 28, 1864.*

SIR: You will proceed with the *Pawtuxet* under your command to cruise offshore at and about the distance of 7 miles to the eastward of Fort Fisher.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. H. SPOTTS,
Commanding U. S. S. Pawtuxet.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot.

OFF NEW INLET, NORTH CAROLINA, *December 28, 1864.*

SIR: You will proceed with the *Pequot* under your command to cruise off the New Inlet entrance at the distance of about 8 miles.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Pequot.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the suppression of illegal traffic.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off New Inlet, December 28, 1864.

SIR: I have received Commander Harrell's two reports of December 7, 1864, of operations at Pitch Landing and in that region.

You will arrest all persons against whom there is any proof of illicit traffic with the rebels. That trade must be stopped.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, North Atlantic Squadron.

[Telegram.]

NAVY DEPARTMENT, *December 29, 1864.*

I waited for Porter's dispatches. Mr. Blair will explain. He reached Fort Monroe at 6 p. m., having left yesterday at 2 p. m. Mr. Welles has sent you a telegram in cipher which could not be sent until dispatches arrived. Porter will continue his fire, but it is hopeless alone.

G. V. FOX,
Assistant Secretary.

Lieutenant-General GRANT, U. S. Army,
City Point, Virginia.

[Telegram.]

FORTRESS MONROE, *December 29, 1864—1:30 p. m.*
(Received 2:15 p. m.)

I return to City Point immediately, having learned that you have not yet left Washington.

U. S. GRANT,
Lieutenant-General.

G. V. FOX,
Assistant Secretary Navy.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy to communicate with General Sherman at Savannah, Ga.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., December 29, 1864.

SIR: You will proceed in the steamer *A. D. Vance* to Savannah and communicate with Major-General Sherman. Deliver to him the accompanying letter and inform him of all the operations that have transpired in this squadron.

Give him my views as you know them, and return here without delay after completing this duty.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander K. R. BREESE,
Fleet Captain, North Atlantic Squadron.

[Enclosure.]

FLAGSHIP MALVERN,
At Sea, off Coast of North Carolina, December 29, 1864.

MY DEAR GENERAL: I send Captain Breese to communicate with you and tell you about matters and things in this quarter. I congratulate you on your success, which I knew was sure when you started. I told the world you would be off Savannah on the 10th, and you were not far off on that day. I feel certain that you are in Savannah to-day, or will be there in a week. When you have captured that place I invite you to add to your brow the laurels thrown away by General Butler after they were laid at his feet by the Navy, and which neither he nor those with him had the courage to gather up. I felt sure that it would be so when we started on the expedition. We attacked Fort Fisher, silenced it, blew it up, burned it out, and knocked it to pieces.

An officer belonging to the small skirmishing party of 20 men sent out by the force that landed on the beach went on the parapet of Fort Fisher and brought away the flag that we had shot down. A sergeant went through the sally port into the fort and met there a rebel orderly ready to mount a horse for the purpose of carrying a letter. He killed the orderly, searched the body, found the dispatch, mounted the horse, and rode out of the fort. Another soldier went in and brought out a mule that was stowed in a bombproof; another fired his musket at a crowd of cowering wretches stowed away in the bombproof. Notwithstanding all this, General Butler decided not to attack Fort Fisher, "as the navy fire has not injured it as a defensive work." Great heavens! what are we coming to? Well, I think that Providence intended it to be so, and it rests with you to add new honors to your name, already famous, notwithstanding the newspaper reporters. This is merely on your way to Richmond. Take this place and you take the *crême de la crême* of the rebellion. I leave to Captain Breese to tell you all my views, and I do hope, my dear general, that you will second me here, and let our people see the folly of employing such generals as Butler and Banks. I have tried them both, and God save me from further connection with such generals. With you I feel sure of success, and shall bless the day when I shall once more see your esteemed self in our midst. A host of old friends are here to welcome you, and show you the most magnificent naval fight you ever laid your eyes on. I hope soon to see you here. I have much to tell you that will astonish you.

Very truly and sincerely, yours,

DAVID D. PORTER,
Rear-Admiral.

Major-General W. T. SHERMAN, U. S. Army,
Commanding Military Division of the Mississippi.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Commander Weaver, U. S. Navy, commanding U. S. S. Chippewa.

DECEMBER 29, 1864.

SIR: You will proceed to Beaufort upon being relieved by Commander Rolando. *Keystone State.*

Respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander WEAVER,
Commanding Chippewa.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rolando, U. S. Navy, commanding U. S. S. Keystone State.

DECEMBER 29, 1864.

SIR: You will relieve Lieutenant-Commander Weaver of command of the bar at New Inlet.

Respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander H. ROLANDO,
Commanding Keystone State.

Order of Rear-Admiral Porter, U. S. Navy, to the commanding officer of the U. S. S. Bignonia.

BEAUFORT, N. C., *December 29, 1864.*

SIR: You will proceed with the *Bignonia* to Western Bar and report to the senior officer for duty on the blockade. Stop at New Inlet and deliver the dispatches sent herewith.

Respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

COMMANDING OFFICER U. S. S. Bignonia.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk, regarding boats and tugs for the squadron.

FLAGSHIP MALVERN,
Beaufort, N. C., December 29, 1864.

SIR: You will please send down, as soon as possible, all the boats for this squadron. Send by every opportunity; also the tug *Republic* and the other tugs when they arrive from the north.

Respectfully, your obedient servant,

[DAVID D. PORTER,]
Rear-Admiral.

Captain J. M. BERRIEN,
Commanding Navy Yard, Norfolk, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Gunner Peters, U. S. Navy, commanding Picket Boat No. 6.

U. S. S. MALVERN,
Beaufort, N. C., December 29, 1864.

SIR: Proceed immediately with picket boat *No. 6* under your command to this place and report to me.

DAVID D. PORTER,
Rear-Admiral.

HERMAN PETERS,
Acting Gunner, Commanding Picket Boat No. 6,
Care Senior Naval Officer, New Berne, N. C.

Report of Lieutenant-Commander Young, U. S. Navy, regarding the condition of the blockade of Western Bar and its needs.

U. S. S. MARATANZA,
Western Bar, Cape Fear River, December 29, 1864.

SIR: As it will be necessary for this vessel to visit Beaufort in about five days for coals and supplies, I would report that I have sent the *Britannia* to Beaufort, [N. C.], for provisions, coal, ammunition, and anchors, and to repair her decks and some of her gun gear injured whilst under fire on the 25th instant off Fort Fisher. I have also ordered the *Tristram Shandy* to Beaufort, via New Inlet, for coal, and

as her commanding officer reports her boilers as requiring scaling, to return as soon as he can possibly finish the actual work required to keep the vessel in running order. As Acting Ensign Benj. Wood, commanding, reports that she is leaking very badly, making some 28 inches in twenty-four hours, it may be advisable to have her docked. This will leave us with the following vessels to keep up the blockade: *Maratanza*, with a disabled rudder; *Nyack*, with disabled steering apparatus, as reported by Lieutenant-Commander Newman, and the *Vicksburg*, so I am compelled to request that two light-draft vessels that can take the bar station, and the one fast chaser for service on the line between Lockwood's Folly and the bar, be sent to this station. The *Vicksburg* is the only reliable vessel that we now have on this bar.

Very respectfully, your obedient servant,

GEO. W. YOUNG,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the use of the steam picket boat.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., December 29, 1864.

SIR: You will not use the steam picket boat for any other purpose than that for which she is intended. I learn that she has been so used. She must be only employed for blowing up rebel rams, etc. You will keep her at Plymouth and have her guarded with the greatest care.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, U. S. S. Shamrock.

[Telegram.]

NAVY DEPARTMENT, *December 29, 1864.*

The substance of dispatches and reports from Rear Admiral Porter, off Wilmington, is briefly this: The ships can approach nearer to the enemy's works than was anticipated. Their fire can keep the enemy away from their guns. A landing can easily be effected upon the beach north of Fort Fisher, not only of troops, but all their supplies and artillery. This force can have its flanks protected by gunboats. The Navy can assist in the siege of Fort Fisher, precisely as it covered the operations which resulted in the capture of Wagner. The winter season is the most favorable for operations against Fort Fisher. The largest naval force ever assembled is ready to lend its cooperation.

Rear-Admiral Porter will remain off Fort Fisher, continuing a moderate fire to prevent new works from being erected, and the ironclads have proved that they can maintain themselves in spite of bad weather. Under all these circumstances, I invite you to such a military cooperation as will insure the fall of Fort Fisher, the importance of which has already received your careful consideration.

This telegram is made at the suggestion of the President, and in hopes that you will be able at this time to give the troops which heretofore were required elsewhere. If it can not be done, the fleet will have to disperse, whence it can not again be brought to this coast.

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-General U. S. GRANT,
City Point, Va.

[Telegram.]

CITY POINT, VA., *December 30, 1864—2 p. m.*
(Received 7 p. m.)

Your dispatch, 9:30 p. m., 29th, received. I will advise fully with the Secretary of War about what you propose. Please call on him for information.

U. S. GRANT,
Lieutenant-General.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

BEAUFORT, N. C., *December 30, 1864.*

Send every vessel loaded with coal now in the sounds to Beaufort at once. Send a tug around to notify them to use the utmost dispatch in getting here. Keep one loaded vessel.

DAVID D. PORTER,
Rear-Admiral.

Acting Assistant Paymaster E. MELLACH, U. S. Navy,
New Berne, N. C.

Letter from Rear-Admiral Porter, U. S. Navy, to Commodore Adams, U. S. Navy, regarding coal.

BEAUFORT, N. C., *December 30, 1864.*

COMMODORE: Referring to my previous letter of this date, I have to request that you will send no more coal to the sounds until you hear further from me. There are 3,000 tons now on shore at New Berne. But I request that you will send coal here until we can keep up the supply on hand to 8,000 tons, as I deem that amount requisite for the demands of the squadron operating off Wilmington.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commodore H. A. ADAMS, U. S. Navy,
323 Walnut Street, Philadelphia.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk, regarding coal vessels.

BEAUFORT, N. C., *December 30, 1864.*

SIR: You will please direct the senior naval officer at Hampton Roads to send eight coal vessels here immediately.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commandant Navy Yard, Norfolk, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Clitz, U. S. Navy, commanding U. S. S. Osceola, regarding guard duty.

BEAUFORT, N. C., *December 30, 1864.*

SIR: You will act as guard ship while you remain in this harbor and will stop all boats passing, and send those loaded with provisions and market stuff to the flagship to get a proper pass.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Sheldon, U. S. Navy, regarding guard duty.

BEAUFORT, N. C., *December 30, 1864.*

SIR: The *Shokokon* will hereafter be guard ship for this harbor.

You will stop all boats passing and send those having provisions and market stuff on board to the flagship to get a proper pass, without which they will not be permitted to trade.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant WM. B. SHELDON,
Commanding U. S. S. Shokokon.

Letter of Pilot Morton, volunteering services for the Cape Fear River.

PORTSMOUTH, OHIO, *December 30, 1864.*

SIR: I learn from Hon. Wells A. Hutchins, M. C., that you will probably experience much difficulty in ascending the Cape Fear River, from changeableness of its channel.

My object now is to say to you, hoping to be able to render you all the aid possible, that the Missouri River, the Arkansas River, and the Lower Mississippi, in a measure, are of the same character as the Cape Fear River. There are pilots here who have spent their whole life upon this kind of rivers. I myself have, and there are many places which we run entirely by the looks of the river, places where the river is three-quarters of a mile wide. I will say nothing for myself, but I will

promise you that I can send you a list of pilots which will be of material service to you in those waters. The draft of water is a science. A good pilot looks upon the face of the water as knowingly as an artist upon his picture.

I feel this so sensitively I can but refer you to my past judgment, under your command, where I never made a mistake. We went to Arkansas Post and other places, and I will stake all upon this point, being only anxious to serve you, my much-loved commander, and do what I can to repay you for the manifold deeds of kindness shown me. I wrote you some time since in relation to reentering the Mississippi Squadron and my prize money. I have not heard from it.

Hon. Alex. Ramsey, Senator from Minnesota, is an old friend of mine and will do anything he can in the matter for me.

I am, sir, very respectfully, your obedient servant,

J. F. MORTON, *Pilot.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Letter from Lieutenant-General Grant, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding preparations for the attack upon Wilmington, N. C.

CITY POINT, VA., *December 30, 1864.*

Please hold on where you are for a few days and I will endeavor to be back again with an increased force and without the former commander. It is desirable the enemy should be lulled into all the security possible, in hopes he will send back here or against Sherman the reinforcements sent to defend Wilmington. At the same time, it will be necessary to observe that the enemy does not intrench further, and if he attempts it, to prevent it. I will suggest whether it may not be made to appear that the ordinary blockading squadron is doing this. You, however, understand this matter much better than I do. I can not say what day our troops will be down. Your dispatch to the Secretary of the Navy, which informed me that you were still off Wilmington and still thought the capture of that place practicable, was only received to-day. I took immediate steps to have transports collected, and am assured they will be ready with the coal and water on board by noon of the 2d of January. There will be [no] delay in embarking and sending off the troops. There is not a soul here except my chief of staff, assistant adjutant-general, and myself knows of this intended renewal of our effort against Wilmington. In Washington but two persons know of it, and, I am assured, will not. The commander of the expedition will probably be Major-General Terry. He will not know of it until he gets out to sea. He will go with sealed orders. It will not be necessary for me to let troops or commander know even that they are going any place until the steamers intended to carry them reach Fortress Monroe, as I will have all rations and other stores loaded beforehand. The same troops that were with the first expedition, reinforced by a brigade, will be sent now. If they effect a lodgment they can at least fortify and maintain themselves until reinforcements can be sent. Please answer by bearer and designate when you will have the fleet congregated.

U. S. GRANT,
Lieutenant-General.

Admiral PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Commander Nichols, U. S. Navy, commanding U. S. S. Mendota, regarding naval matters at Hampton Roads.

U. S. S. MENDOTA,
Hampton Roads, December 30, 1864.

ADMIRAL: I forward two dispatches received to-day. Captain Berrien has been furnished with a copy of the one concerning the *St. Lawrence*. The *Saco* has been towed to Washington by order of the Department, and the *Augusta* to Baltimore. Upon the arrival of your bearer of dispatches, Lieutenant Preston, there was no vessel available in the roads to convey him to Washington, and I sent him to Norfolk in a tug, with directions for Lieutenant-Commander Barnes to convey him there in the U. S. S. *Bat*. The *Bat* had gone to the yard that day to get a new foremast, having lost hers in the severe gales encountered on her passage from Boston. She has not yet returned from Washington. In obedience to your order transmitted through Commander W. A. Parker, I assumed the duties of senior officer at this place on the 17th instant. In accordance with the first paragraph of your General Order No. 6, dated October 13, 1864, I reported to you, under date of October 20, the general condition of this vessel. I would again respectfully call your attention to her. Lying in the smooth water of James River she leaked 20 inches in twenty-four hours. By the settling of the deck amidships the woodwork has encroached so much upon some of the working parts of the machinery as to necessitate the cutting away a portion of it. The tubes in the boilers have begun to give out; twenty in one and five in the other boiler are now plugged. Those and other matters reported by the engineer in charge have been referred to the fleet engineer. Her decks require thorough calking, some of the seams being nearly three-fourths of an inch wide, with nothing in them. I shall endeavor to remedy this matter, having succeeded in procuring the materials for calking since my arrival here. The pinhole in the forward rudder for securing it at sea is partially split out, so that the bolts which secure the socket in the top of the rudder have no hold in the wood and work out.

Wishing you every success, admiral, in your operations against Wilmington,

I am, very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander and Senior Officer in Hampton Roads.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Parker, U. S. Navy, to refrain from cooperation with Major-General Butler in the James River.

BEAUFORT, N. C., *December 30, 1864.*

SIR: In all your operations on James River, run no risks at present or while I am away. Don't listen to any proposition of General Butler, or join with him and expect support.

Preserve all your vessels until the right time comes. Keep most of the vessels on the river busy patrolling. Your own vessel and the torpedo boats are quite enough to protect Dutch Gap, which will be a failure like everything Butler undertakes.

I have no other orders to give you, everything being contained in the instructions already given.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
Commanding Fifth Division, North Atlantic Squadron.

[Telegram.]

NAVY DEPARTMENT, *Saturday, December 31, 1864.*

SIR: Lieutenant-General Grant will send immediately a competent force, properly commanded, to cooperate in the capture of the defenses on Federal Point. It is expected that the troops will leave Hampton Roads next Monday or Tuesday. This is all the information the Department has to give you, but relies upon your skill and judgment to give full effect to any move that may be arranged. The Department is perfectly satisfied with your efforts thus far, and you will convey to all hands the satisfaction the Department feels.

I am, sir,

GIDEON WELLES.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Wilmington.

Letter of Lieutenant-Commander Breese, U. S. Navy, to Rear-Admiral Dahlgren, U. S. Navy, concerning affairs at Fort Fisher, N. C.

U. S. S. NEW HAMPSHIRE,
Port Royal, S. C., December 31, 1864.

ADMIRAL: Expecting to have found you at this place, and not doing so, I have to express to you my message from Admiral Porter.

The admiral presents his compliments to you and wishes me to say that so far as the naval operations against Fort Fisher and adjacent works were concerned, they were perfectly satisfactory, but that the army, after having landed and advanced their skirmish line to the very parapets of the fort, some of the line even going inside and bringing out a horse, mule, and the rebel flag which was shot away and lying on the ground, deemed the work still "as capable of defense" as ever and therefore not to be attempted without regular approaches, which was not contemplated in their instructions, they embarked and sailed for Hampton Roads.

My mission from Admiral Porter is to General Sherman, to request that he will afford the admiral a sufficient number of troops to occupy the forts when their fire is reduced by the fleet.

The casualties in the fleet were few, not more than 8 killed and wounded by the enemy's fire, but some 40 more from bursting of five 100-pounder rifles.

[Very respectfully,

K. R. BREESE,
Fleet Captain, North Atlantic Squadron.]

[Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.]

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding proposed operations against Wilmington, N. C.

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,
In the Field, Savannah, Ga., December 31, 1864.

DEAR ADMIRAL: Captain Breese has this moment arrived with your letter of December 29, and I assure you it does my heart good to feel that I am once more near you. I hope soon we will meet in person.

I have already submitted to Generals Halleck and Grant a plan for a campaign which will bring my whole army to Wilmington, which I know I can take as easily, if not more so, than Savannah.

I do not think you can take those shore batteries with your gunboats, or do more than drive the gunners to the cover of their bombproofs. I have examined carefully many of the forts about Savannah, and find them so well covered by traverses and bombproof shelters, that you might blaze away at them for a month from the direction of the sea channels without materially harming them. I have no doubt, however, from what you say, that Butler's men ought to have taken Fort Fisher in about three minutes, for its bombproofs can not possibly shelter more than 200 men, and they would be, as you say, crouching in a defenseless position as against an attacking force.

But even after you have got Fisher, then comes Caswell, Fort Johnston, and, I suppose, a string of forts all the way back to Wilmington. Now, I propose to march my whole army through South Carolina, tearing up the railroads and smashing things generally, feign on Charleston and rapidly come down upon Wilmington from the rear, taking all their works in reverse. I submitted this plan to General Grant on the 24th, and shall expect his answer very soon and will be ready to start the moment I can replenish my wagons with bread, sugar, coffee, etc. At present the Savannah River is badly obstructed by heavy cribs filled with cobblestones, which have served to make islands of mud and sand, leaving narrow, difficult, and tortuous channels between. Through these channels all our stores have to be brought in launches and light-draft boats, of which we have an inadequate number, so that thus far we barely get enough for daily consumption.

But all hands are hard at work, and I hope by the 10th of January to get enough ahead to load our wagons, and be ready to start. It will take some time for me to reach Wilmington, but I am certain that mine is the only mode by which the place can be taken effectually. My army is a good one, but not large enough to make detachments from.

I had to leave with Thomas enough men to whip Hood, and have written to Grant to send to Foster enough men of the second class to hold Savannah whilst I move with my entire force. It is very important that I should have two or more points along the coast where I can communicate with you, and where I could have some spare ammunition and provisions in reserve, say Bull's Bay, Georgetown, and Masonboro.

Can't you arrange to get all these points in your jurisdiction? Admiral Dahlgren is very accommodating, but you and I understand each other better. I think, when you come to consider my position, you will agree with me that my proposition is better than to undertake to reduce in detail the forts about Wilmington, and you can so maneuver as to hold a large portion of the enemy to the seacoast whilst I ravage the interior; and when I do make my appearance on the coast, we will make short work of them all.

I have shown to Captain Breese my letters to Grant and Halleck and will explain to him fully everything that will interest you, and as

soon as I hear from General Grant will send a steamer to you advising you of the time of starting. I rather fear, however, that the President's anxiety to take Charleston may induce Grant to order me to operate against Charleston rather than Wilmington, though I much prefer the latter, Charleston being a dead cock in the pit altogether.

I am, most truly, your friend,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

NEW BERNE, *December 31, 1864.*

SIR: I ordered five schooners laden with coal from New Berne to Beaufort and had them towed below the blockade with a fair wind; last three of them got aground, I think willfully; and owing to the wind blowing from S. W. they are high and dry. Therefore I respectfully request to be instructed as to what measures I shall take to get them to Beaufort. The wind still continues S. W. and at present there is no chance of getting them off.

Very respectfully,

E. MELLACH.

Rear-Admiral PORTER.

List of vessels attached to the North Atlantic Squadron, January 1, 1865.

NORTH ATLANTIC SQUADRON,
January 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawam	10	3	Comdr. A. C. Rhind	Norfolk, repairing.
Alabama	10	3	Actg. Vol. Lt. A. R. Langthorne	Off Beaufort.
Anemone	4	4	Actg. Ens. W. C. Borden	Do.
Alert	2	4	Actg. Ens. J. Bishop	James River.
Atlanta	3	3	Actg. Vol. Lt. T. J. Woodward	Hampton Roads.
Aries	7	3	Actg. Vol. Lt. F. S. Wells	Off Wilmington.
Augusta	10			Not reported.
Adger, James				Do.
Arletta (schooner)			Lt. Comdr. W. C. West	Beaufort, N. C.
Albemarle (hulk)				Sounds, North Carolina.
Alpha		4	Actg. Ens. N. R. Davis	James River.
Beta, destroyed (formerly called Picket Boat No. 2, or Bazely).				
Berberry	4	4	Actg. Ens. R. W. Rowntree	Beaufort, N. C.
Britannia	6	4	Actg. Vol. Lt. S. Huse	Off Wilmington.
Banshee	3	4	Actg. Vol. Lt. W. H. Garfield	Norfolk, repairing.
Bignonia	3	4	Actg. Vol. Lt. W. D. Roath	Off Wilmington.
Belle	2	4	Actg. Mast. J. G. Green	Sounds, North Carolina.
Brooklyn	26	2	Capt. James Alden	Off Beaufort.
Ben Morgan (hulk)		4	Actg. Mast. A. B. Mulford	Norfolk, Va.
Charles Phelps (coal hulk).		4	Actg. Ens. W. Ottiwell	Craney Island, Va.
Canonicus	2	3	Lt. Comdr. G. E. Belknap	Off Beaufort.
Chicopee	10	3	Comdr. A. D. Harrell	Do.
Clematis	3	4	Actg. Vol. Lt. E. D. Bruner	Norfolk, repairing.
Commodore Hull	6	4	Actg. Mast. F. Josselyn	Sounds, North Carolina.
Ceres	2	4	Actg. Mast. H. H. Foster	Do.
Colorado	50	1	Commo. H. K. Thatcher	Off Beaufort.
Cherokee	6	4	Actg. Vol. Lt. W. E. Dennison	Off Wilmington.
Calypso	6	4	Actg. Mast. F. D. Stuart	New York Navy Yard.
Cambridge	10	3	Actg. Vol. Lt. J. F. Nickels	Norfolk Navy Yard.
Commodore Barney	7	4	Actg. Vol. Lt. G. B. Livingston	James River.

List of vessels attached to the North Atlantic Squadron, January 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Cactus	3	4	Actg. Mast. and Pilot Jno. Evans	Naval Station, Norfolk.
Commodore Morris	7	4	Actg. Mast. R. G. Lee	James River.
Crusader	7	4	Actg. Vol. Lt. Peter Hays	York River.
Commodore Perry	5	4	Actg. Vol. Lt. A. P. Foster	James River.
Cuyler, R. R	12	3	Comdr. C. H. B. Caldwell	Norfolk Navy Yard.
Chippewa	6	4	Lt. Comdr. A. W. Weaver	Off Wilmington.
Cohasset	1	4	Actg. Ens. and Pilot G. B. Griffin	Norfolk, Va.
Clinton		4	G. W. Hadden	Do.
Dumbarton	4	4	Actg. Vol. Lt. H. Brown	Do.
Delaware	4	4	Actg. Mast. J. H. Eldridge	James River, Va.
Dawn	3	4	Actg. Mast. J. A. Jackaway	Do.
Daylight	8	4	Actg. Mast. H. A. Phelon	James River, Va.
Dictator	2	1	Commo. Jno. Rodgers	Hampton Roads.
Dacotah				Not reported.
Delta		4	Actg. Mast. Mate W. F. Gragg	James River, Va.
Epsilon		4	Actg. Ens. E. M. Boggs	Do.
Emma	8	4	Actg. Vol. Lt. J. M. Williams	Off Wilmington.
Eolus	4	4	Actg. Mast. E. S. Keyser	Beaufort, N. C.
Eutaw	10	3	Lt. Comdr. H. C. Blake	James River.
Fort Jackson	11	2	Capt. B. F. Sands	Off Wilmington.
Florida				Not reported.
Fort Donelson	1	4	Actg. Vol. Lt. T. Pickering	Beaufort, N. C.
Fahkee	5	4	Actg. Mast. F. R. Webb	Off Wilmington.
Grand Gulf				Not reported.
Gettysburg	7	3	Lt. R. H. Lamson	Beaufort, N. C.
Governor Buckingham	6	3	Actg. Vol. Lt. J. MacDiarmid	Do.
General Putnam	4	4	Actg. Mast. H. H. Savage	James River.
Granite (sloop)			Actg. Mast. E. Boomer	Guard ship, Hatteras Inlet.
Glance		4	Actg. Ens. H. Wheeler	James River.
Gamma		4	Actg. Ens. H. F. Curtis	Do.
Howquah	5	4	Actg. Vol. Lt. J. W. Balch	Off Wilmington.
Huron	5	4	Lt. Comdr. T. O. Selfridge	Beaufort, N. C.
Hunchback		4	Lt. Jos. Fyffe	James River.
H. Brinker	3	4	Actg. Ens. J. H. Kerens	Do.
Heliotrope	1	4	Actg. Ens. and Pilot Norman	Norfolk, Va.
Hoyt		4	Actg. Ens. H. B. Twambly	Sounds, North Carolina.
Hetzel	2	4	Actg. Mast. Thompson	Norfolk, Va.
Harcourt				Do.
Iosco	10	3	Comdr. Jno. Guest	Off Wilmington.
Juniata	14	2	Capt. W. R. Taylor	Off Beaufort.
I. N. Seymour	2	4	Actg. Ens. F. B. Allen	Hampton Roads.
Kansas	8	4	Lt. Comdr. P. G. Watmough	Off Wilmington.
Keystone State	6	3	Comdr. H. Rolando	Do.
Libau		4	Actg. Vol. Lt. T. A. Harris	Do.
Launch 4				James River.
Launch 5				Sounds, North Carolina.
Launch 6				New Berne, N. C.
Lockwood	3	4	Actg. Ens. J. Q. A. Davidson	Sounds, North Carolina.
Lilac				Norfolk, Va.
Little Ada	2	4	Actg. Mast. S. P. Crafts	Beaufort, N. C.
Monticello	6	4	Lt. W. B. Cushing	Do.
Maumee	8	4	Lt. Comdr. R. Chandler	Do.
Mohican	9	3	Comdr. D. Ammen	Do.
Minnesota	46	1	Commo. J. Lanman	Do.
Mackinaw	10	3	Comdr. J. C. Beaumont	Do.
Massasoit	10	3	Comdr. R. T. Renshaw	James River.
Mount Vernon	5	4	Actg. Vol. Lt. J. Trathen	Off Wilmington.
Moccasin	3	4	Actg. Ens. J. Brown	Beaufort, N. C.
Mattabesett	10	3	Comdr. J. C. Febiger	Sounds, North Carolina.
Montgomery	6	3	Actg. Vol. Lt. T. C. Dunn	Off Wilmington.
Maratanza	6	3	Lt. Comdr. G. W. Young	Do.
Morse	6	4		Repairing at Baltimore.
Miami	8	3	Actg. Vol. Lt. G. W. Graves	James River.
Mendota	10	3	Comdr. E. T. Nichols	Do.
Mount Washington	1	4	Actg. Mast. and Pilot H. H. Haynie	Do.
Mystic	7	4	Actg. Mast. W. Wright	York River.
Monadnock	4	3	Comdr. E. G. Parrott	Beaufort, N. C.
Mahopac	2	3	Lt. Comdr. E. E. Potter	Do.
Martin				Norfolk Navy Yard.
Mercedita	9	3	Lt. Comdr. M. Haxtun	Baltimore, Md.
Malvern	12	4	Lt. B. H. Porter	Beaufort, N. C.
Nyack	8	4	Lt. Comdr. L. H. Newman	Do.
Nansemond	3	4	Actg. Mast. J. H. Porter	Do.
Niphon	9	4	Actg. Mast. E. Kemble	Repairing at Boston.
New Ironsides	20	1	Commo. W. Radford	Off Beaufort, N. C.
New Berne				Supply steamer.
Osceola	10	10	Comdr. J. M. B. Clitz	Off Beaufort, N. C.
Onondaga	4	3	Comdr. W. A. Parker	James River.
Phlox		4		Do.
Powhatan	24	1	Commo. J. F. Schenck	Off Beaufort, N. C.
Pequot	8	4	Lt. Comdr. D. L. Braine	Do.

List of vessels attached to the North Atlantic Squadron, January 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Pawtuxet	10	3	Comdr. J. H. Spotts	Off Wilmington.
Poppy	2	4	Actg. Ens. W. Clarke	James River.
Pontoosuc	12	3	Lt. Comdr. W. G. Temple	Off Wilmington.
Quaker City	7	2	Comdr. W. F. Spicer	Do.
Rhode Island	12	2	Comdr. S. D. Trenchard	Beaufort, N. C.
Release	3	4	Actg. Mast. J. Baker	Do.
Renshaw		1	Gunner E. A. McDonald	Sounds, North Carolina.
Seneca	5	4	Lt. Comdr M. Sicard	Beaufort, N. C.
State of Georgia				Not reported.
Saco	12	4	Lt. Comdr. J. G. Walker	Hampton Roads.
Shenandoah	6	2	Capt. D. B. Ridgely	Beaufort, N. C.
Susquehanna	18	1	Commo. S. W. Godon	Do.
Santiago de Cuba	11	2	Capt. O. S. Glisson	Do.
Samuel Rotan	5	4	Actg. Mast. W. G. Nutting	York River, Va.
Saugus	2	3	Comdr. E. R. Colhoun	Beaufort, N. C.
Shamrock	11	3	Comdr. W. H. Macomb	Sounds, North Carolina.
Saffron		4	Actg. Ens. H. M. Pishon	Hampton Roads.
Spuyten Duyvil (torpedo boat).			First Asst. Eng. [J. L.] Lay	James River.
Shokokon	6	4	Actg. Vol. Lt. W. B. Sheldon	Beaufort, N. C.
Sassacus	12	3	Lt. Comdr. J. L. Davis	Do.
St. Lawrence	13	1	Comdr. D. Lynch	Naval Magazine, Norfolk.
Tallapoosa	10	3	Lt. Comdr. DeHaven	Boston.
Tuscarora	10	3	Comdr. J. M. Frailey	Off Wilmington.
Tristram Shandy	4	4	Actg. Vol. Lt. E. F. Devens	Do.
Tacony	12	3	Lt. Comdr. W. T. Truxtun	Beaufort, N. C.
Ticonderoga	14	2	Capt. C. Steedman	Do.
Unadilla	6	4	Lt. Comdr. F. M. Ramsay	Do.
Unit		4	Actg. Ens. H. P. Hathaway	James River.
Vanderbilt	16	2	Capt. C. W. Pickering	Beaufort, N. C.
Victoria	3	4	Actg Ens. W. Moody	Norfolk, Va.
Vicksburg	6	3	Lt. Comdr. [F. H.] Baker	Off Wilmington.
Valley City	6	4	Actg. Mast. J. A. J. Brooks	Sounds, North Carolina.
Vance, A. D	5	4	Lt. Comdr. J. H. Upshur	Savannah, Ga.
Wabash	44	1	Capt. M. Smith	Beaufort, N. C.
Western World	5	4	E. Herrick	James River.
William Badger (hulk)				Beaufort, N. C.
Wilderness	4	4	Actg. Mast. H. Arey	Off Wilmington.
Wyalusing	14	3	Lt. Comdr. E. English	Sounds, North Carolina.
Whitehead	4	4		Do.
Wyandotte	5	4	Actg. Mast. T. W. Sheer	Norfolk, Va.
Young America	2	4	Actg. Ens. O. Lasher	James River.
Yantic	5	4	Lt. Comdr. T. C. Harris	Off Wilmington.
Zouave	2	4		Norfolk, Va.
Zeta		4	Actg. Ens. F. W. Mintzer	James River.

Report of Commander Parker, U. S. Navy, regarding the blowing up of the Dutch Gap Canal, James River.

U. S. MONITOR ONONDAGA,
Aiken's Landing, James River, Virginia, January 1, 1865.

SIR: I would respectfully report that the ends of the canal at Dutch Gap were blown up with 12,000 pounds of gunpowder this afternoon at about 4 o'clock.

We heard no report of the explosion, and there was no perceptible commotion of the water at our anchorage. The earth was thrown up into the air about 40 or 50 feet and immediately after fell back into its original place. This earth will have to be removed to render the canal passable for vessels.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to the senior officer in Hampton Roads, regarding naval vessels there.

BEAUFORT, N. C., *January 1, 1865.*

SIR: You will direct all naval vessels at Hampton Roads to rendezvous here without delay.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

SENIOR NAVAL OFFICER,
Hampton Roads.

Special order of Rear-Admiral Porter, U. S. Navy, regarding chart plans of attack upon Fort Fisher.

SPECIAL ORDERS, No. 7. NORTH ATLANTIC SQUADRON, *Flagship Malvern, January 1, 1865.*

The commanders of all vessels will have their chart plans of last attack sent in without delay to be corrected ready for the next attack, and mark the name of their ship in plain letters on the plan.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

General Orders, No. 77, of Rear-Admiral Porter, U. S. Navy, regarding preparation of vessels for attack upon Fort Fisher.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, January 1, 1865.

The vessels will get ready for the attack without delay. Troops will be here on the 4th. Take every shell that can be carried.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant-General Grant, U. S. Army, regarding the renewal of operations against Fort Fisher.

BEAUFORT, N. C., *January 1, 1865.*

DEAR GENERAL: I have just received yours of December 30. I shall be all ready, and thank God we are not to leave here with so easy a victory at hand.

Thank you for so promptly trying to rectify the blunder so lately committed. I knew you would do it. I sent to General Sherman for troops, knowing he must be in Savannah.

I would like the troops to rendezvous here. They should have provisions to last them on shore in case we are driven off by gales, but I can cover any number of troops if it blows ever so hard. I have held on here through all and the heaviest gales ever seen here. They seem to blow that I might show the commanders that we could ride it out at anchor.

The rebels have no intrenchments, nor will any they make avail them. We destroyed all their abattis, and made a beautiful bridge for the troops to cross on.

They think they have whipped us. I made the ships go off as if they were crippled, some in tow.

We lost 1 man killed. You may judge what a simple business it was.

I will work night and day to be ready.

We will have Wilmington in a week, weather permitting.

Please impress the commander with the importance of consulting with me freely as regards weather and landing.

I am, general, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-General U. S. GRANT, U. S. Army,
Commanding Armies of the United States.

Report of Acting Ensign Ames, U. S. Navy, regarding expedition to Elizabeth City, N. C., and seizure of the sloop Twilight and schooner Georgia.

U. S. S. LOCKWOOD, *January 1, 1865.*

SIR: I have the honor to report to you that, agreeably to your orders of the 31st ultimo, I proceeded to the Pasquotank River. On our arrival in the mouth of said river we saw the schooner *Georgia*, of Baltimore, lying some 2 miles from the mouth of the river, which I boarded, and upon examining his papers and finding them correct, the captain stating that he was bound to Edenton, trading, I ordered him to proceed to Plymouth before going to Edenton, and report in person to you, and then proceeded on our way up to Elizabeth City. On our arrival in Elizabeth City, and leaving orders according to your instructions, I received information that there was a great deal of contraband trade carried on at that place, and that there were then some 48 bales of cotton stored there, which cotton, according to your instructions, I took on board and brought to Plymouth. There was also lying there the sloop *Twilight*, the captain of which had just discharged the cargo from said sloop. Not deeming his papers correct, and the captain of said sloop not being able to give any account of himself, I also thought it best to bring the *Twilight* to you. On our passage up the sound we again fell in with the schooner *Georgia* and took her in tow, thinking it advisable to bring her to you.

Very respectfully,

M. D. AMES,
Acting Ensign, Commanding U. S. S. Lockwood.

Commander W. H. MACOMB,
Commanding District of the Sounds.

Letter from the Secretary of the Navy to the Secretary of War regarding operations against Fort Caswell.

NAVY DEPARTMENT, *January 2, 1865.*

SIR: The admiral in command of the North Atlantic Blockading Squadron is confident that he can land a military force on the open beach to the westward of Fort Caswell, whence the reduction of that

important work is easily accomplished by the engineers. The result of such an operation is to enable the naval vessels to lay inside, as is the case at Charleston, thus closing the port effectually. As this is the only port by which any supplies whatever reach the rebels, and as the armies are mostly going into winter quarters, it seems a fit opportunity to undertake such an operation.

Very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

[Telegram.

NAVY DEPARTMENT, *January 2, 1865.*

Have telegraphed to all the navy yards for boats. I am afraid we can not have many on hand. There are only two at this yard, which will leave immediately. Perhaps the quartermaster at New York better be directed to go into the market and purchase all he can find. Such sized boats are scarce. Please write fully to Porter as early as possible. I notified him yesterday of the fact only, knowing nothing more. He must coal and fill up with ammunition and provisions, is the reason I ask you to write him. I wrote him that your force would leave to-day, but if it is not so, he should know it.

G. V. FOX,
Assistant Secretary.

Lieutenant-General U. S. GRANT, U. S. Army,
City Point, Va.

[Telegram.]

CITY POINT, VA., *January 2, 1865—10 p. m.*
(Received 11 p. m.)

It was to-day I said vessels were to be assembled at Fort Monroe. The whole number required are not there yet. Admiral Porter should coal and fill up at once and be ready. The troops will probably be off Fort Fisher by Friday next. I think the fleet can furnish boats enough if they can not be got conveniently elsewhere.

U. S. GRANT,
Lieutenant-General.

Hon. G. V. FOX,
Assistant Secretary of Navy.

[Telegram.]

NAVY DEPARTMENT,
Washington, January 3, 1865.

The Government has determined that if any more movements relative to operations in the future are published, summary proceedings in vindication of right and justice shall instantly issue.

G. V. FOX,
Assistant Secretary of the Navy.

ALEXANDER FULTON, Esq.,
Publisher Baltimore American, Baltimore, Md.

Instructions from Lieutenant-General Grant, U. S. Army, to Major-General Terry, U. S. Army, regarding the renewal of combined operations against Fort Fisher and Wilmington.

CITY POINT, VA., *January 3, 1865.*

GENERAL: The expedition intrusted to your command has been fitted out to renew the attempt to capture Fort Fisher, N. C., and Wilmington ultimately, if the fort falls. You will then proceed with as little delay as possible to the naval fleet lying off Cape Fear River and report the arrival of yourself and command to Admiral D. D. Porter, commanding North Atlantic Blockading Squadron.

It is exceedingly desirable that the most complete understanding should exist between yourself and the naval commander. I suggest, therefore, that you consult with Admiral Porter freely, and get from him the part to be performed by each branch of the public service, so that there may be unity of action. It would be well to have the whole programme laid in writing. I have served with Admiral Porter, and know that you can rely on his judgment and his nerve to undertake what he proposes. I would, therefore, defer to him as much as is consistent with your own responsibilities. The first object to be attained is to get a firm position on the spit of land on which Fort Fisher is built, from which you can operate against that fort. You want to look to the practicability of receiving your supplies, and to defending yourself against superior forces sent against you by any of the avenues left open to the enemy. If such a position can be obtained, the siege of Fort Fisher will not be abandoned until its reduction is accomplished or another plan of campaign is ordered from these headquarters.

My own views are that, if you effect a landing, the navy ought to run a portion of their fleet into Cape Fear River, while the balance of it operates on the outside. Land forces can not invest Fort Fisher or cut it off from supplies or reinforcements while the river is in possession of the enemy.

A siege train will be loaded on vessels and sent to Fort Monroe, in readiness to be sent to you if required. All other supplies can be drawn from Beaufort as you need them. Keep the fleet of vessels with you until your position is assured. When you find they can be spared, order them back or such of them as you can spare, to Fort Monroe, to report for orders. In case of failure to effect a landing, bring your command back to Beaufort and report to these headquarters for further instructions. You will not debark at Beaufort until so directed.

General Sheridan has been ordered to send a division of troops to Baltimore and place them on seagoing vessels. These troops will be brought to Fort Monroe and kept there on the vessels until you are heard from. Should you require them, they will be sent you.

U. S. GRANT,
Lieutenant-General.

Brevet Major-General A. H. TERRY.

Letter from Lieutenant-General Grant, U. S. Army, to Rear-Admiral Porter, U. S. Navy, regarding proposed cooperative measures of the army force under Major-General Terry.

CITY POINT, VA., *January 3, 1865.*

I send Major-General A. H. Terry with the same troops General Butler had, with one picked brigade added, to renew the attempt on

Fort Fisher. In addition to this I have ordered General Sheridan to send a division of infantry to Baltimore to be put on seagoing transports, so that they can go also if their services are found necessary. This will augment General Terry's force from 4,000 to 5,000 men. These troops will be at Fort Monroe, if the transportation can be obtained (there is but little doubt it can), ready to sail at an hour's notice. General Terry will show you the instructions he is acting under. My views are that Fort Fisher can be taken from the water front only in two ways; one is to surprise the enemy when they have an insufficient force; then the other is for the navy to run into Cape Fear River with vessels enough to contend against anything the enemy may have there. If the landing can be effected before this is done, well and good; but if the enemy are in very strong force, a landing may not be practicable until we have possession of the river.

General Terry will consult with you fully, and will be governed by your suggestions as far as his responsibility for the safety of his command will admit of.

Hoping you all sorts of good weather and success, I remain, etc.

U. S. GRANT,
Lieutenant-General.

Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant-General Grant, U. S. Army, proposing measures of cooperation.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Beaufort, N. C., January 3, 1865.

DEAR GENERAL: I hold it to be a good rule never to send a boy on a man's errand, and we must now calculate that the rebels, having ascertained their weakness, will take measures to strengthen themselves. The great thing was to effect a landing, which being done everything else was easy. The troops could have fortified themselves where they landed against 100,000 men, covered as they were by over eighty heavy guns on the gunboats, strung all along the beach. There is no use fretting over the past; we must endeavor to avoid mistakes in the future; and if any expedition fails now to take the works, which were comparatively weak ten days ago, the sagacity of the leaders of the late expedition will be applauded. The failure to assault the works so battered and the people so demoralized by the dreadful bombardment, will set the rebels to work making themselves much stronger; and this is what I wish to draw your attention to. We can not stop their work without bringing the whole squadron into play and firing away all our ammunition before the time comes for work. It is no joke getting in coal and ammunition, lying outside. The ships can only carry ten hours' firing. Now I propose (if it is possible) that you send every man you can spare here, with intrenching tools and fifteen 30-pounders; the last party had not even a spade. An army can intrench themselves at Masonboro, and stay as long as they like, if a typhoon blows the ships to sea. I have received a letter from Sherman. He wants me to time my operations by his, which I think a good plan. We will make a sure thing of it; but the troops and the Navy must be ready to strike at a moment's notice, and when the enemy least expects us. We will have the report spread that the troops are to cooperate with Sherman in the

attack on Charleston. I hope Sherman will be allowed to carry out his plans; he will have Wilmington in less than a month, and Charleston will fall like a ripe pear. I expect you understand all this better than I do. I have made arrangements to keep communication open with Sherman from the time he starts. Captain Breese will give you all the latest news.

I am, general, very truly and sincerely,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-General U. S. GRANT,
Commanding Armies of the United States, City Point.

[Telegram.]

NAVY DEPARTMENT,
Washington, January 3, 1865.

Turn over all the launches and large boats you have to Lieutenant-General Grant and notify him by telegraph.

By order of Secretary:

G. V. FOX,
Assistant Secretary of the Navy.

Captain J. M. BERRIEN,
Commandant Naval Station, Norfolk, Va.

Report of Rear-Admiral Porter, U. S. Navy, regarding plans for a second attack upon Fort Fisher.

Confidential.] NORTH ATLANTIC SQUADRON,
Flagship Malvern, Beaufort, N. C., January 3, 1865.

SIR: I send the *A. D. Vance* to Norfolk to expedite certain articles we are in need of, and take advantage of the opportunity to send Lieutenant-Commander Breese to communicate with the Department to inform it of my plans and arrangements.

I also send a letter received from General Sherman, submitting his views to the Department.

I shall go to work prudently and safely and have no doubt of the result if the Army will do its share of the work.

Greater obstacles will have to be overcome, but as I intend to make my attack different from the last, the enemy will gain no insight into my intentions. He will have his hands full to repair his works for a month to come, and can not replace his guns that have been dismounted and injured, which I think amount to about sixteen. I am glad to perceive that the Department is satisfied with what we have done. The Navy never did its work more effectually and it is nothing to what we can do, as we only fired one division of guns, and the ordinary matters of the ships were not interrupted by the engagements

General Sherman's letter was written under the supposition that General Butler's forces had attacked Fort Fisher, and been repulsed—his views changed materially on hearing the true state of the case.

We will have a little more difficulty in landing, but there are more places than one on that coast where we can effect it. The refitting and replenishing of the squadron after so long and severe an engagement is

a slow business, especially as the large ships have to be off the coast, where the wind blows from seaward almost incessantly and with much violence. Two days since, in a S. W. gale, the sea made a clear breach over them, almost putting out the fires of the *Susquehanna*.

It is good practice for them, and will show them what can be done when one is determined to do it.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the U. S. S. Banshee.

NAVY DEPARTMENT, *January 3, 1865.*

SIR: The *Banshee* has been detached from the North Atlantic Squadron and ordered to the Potomac Flotilla.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Wilmington.

Report of Commander Macomb, U. S. Navy, regarding the seizure of the schooner Georgia.

U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Plymouth, N. C., January 3, 1865.

ADMIRAL: I have seized the schooner *Georgia*, bound to Chowan River, North Carolina, she having contraband of war on board, although she has passes signed by General Shepley and others.

I would respectfully request to be informed what course to pursue in such cases, and what is considered contraband of war.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Commanding District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

N. B.—The original of this was sent to Norfolk by the trader, who went north to state his case.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master King, U. S. Navy, commanding U. S. S. Wando, to convey dispatch for Major-General Sherman, U. S. Army.

BEAUFORT, N. C., *January 3, 1865.*

SIR: Proceed at once with *Wando* under your command to report to Rear-Admiral Dahlgren, commanding South Atlantic Blockading Squadron.

Have the chart and dispatch which are given you with this forwarded to Major-General Sherman without delay.

Very respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER U. S. S. Wando.

P. S.—Run down the coast by the Western Bar, [Cape Fear River], and if you see the U. S. S. *R. R. Cuyler* or *Quaker City*, direct her commander to bring his vessel here and report to me without delay.

DAVID D. PORTER,
Rear-Admiral.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding his intended movement upon Wilmington, N. C.

BEAUFORT, N. C., *January 3, 1865.*

MY DEAR GENERAL: Captain Breese arrived this morning and I was glad to hear of your intended movement. I know that a move on Wilmington is the only way to go to work. That kills Charleston without stopping on the way. In fact it kills the rebellion. It leaves large armies and navies to operate elsewhere.

God speed you. I will look out for you and communicate with you by every opportunity.

I send you a letter from General Grant. You will see what he proposes. But what could have been taken a week ago with 3,000 men can not now be taken with less than 12,000.

I will amuse the rebels in front while you are pushing ahead; and unless I see that they are overconfident and do nothing more than repair their works, will wait a good opportunity, so that when you strike at Wilmington I will pitch into the forts. They may mount a hundred guns more there, but I can shut them up. The fleet has never yet fired more than one division of guns at one time, the others resting and looking on.

Butler has made a poor business of it. "But it is all right." Had we succeeded it would have made him our next President, the greatest calamity that could have happened to the country.

I hope you will yet have all the credit of this adventure.

Butler's friends and partisans are trying to make capital out of the late failure, and some of Butler's papers are criticising my share in the matter. You know exactly how much I care about attacks of that kind; and we did our share so effectually that even the Tribune has a hard time in helping Butler.

I send you a late plan of the defenses of Wilmington, which I am not certain that you have. It is quite correct.

I hope you will communicate with me from time to time, so that I can act in concert with you. We are certain to meet as we have before under the walls of a captured city.

I remain, general, truly, your friend and obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General WILLIAM T. SHERMAN, U. S. Army.

Confidential letter from the Assistant Secretary of the Navy to Lieutenant-General Grant, U. S. Army, requesting arrangements for the mission of Mr. Blair.

Confidential.] NAVY DEPARTMENT, *January 4, 1865.*

MY DEAR SIR: To day we received dispatches from Porter dated the 29th ultimo, stating that the enemy are removing the guns from Fort Fisher, preparatory to changing the arrangement of their defenses. The Philadelphia Inquirer of to day has all the information contained in the documents that have just come from Richmond through General Butler's headquarters. I think last summer, after my visit to you with General Gillmore, that you were under the impression that one of us gave publicity to the object of our visit. I trusted to time to enable you to discover all the leaks in the vicinity of your headquarters. Mr. Blair, sr., alone, will leave Washington Saturday, and arrive off City Point about noon, in the screw steamer *Don*, Captain Parker, commanding the Potomac Flotilla. As he goes by consent of the President, at the request of Mr. Davis, I ask for Mr. Blair that you will make arrangements to get him through comfortably as early as practicable, and as secretly. I have suggested to him to lay to off City Point, and let an officer go on shore from the vessel and receive your directions as to the best method of going through. The *Don* can go up as far as desired and remain until Mr. Blair returns, and I will direct Captain Parker to report to you and receive any directions you may give.

Please acknowledge the receipt of this letter by telegraph.

I got the President to put into the old capitol the man who caused to be published the Wilmington expedition. Yesterday the Baltimore American sent me word that they had information that another expedition was fitting out. I sent them word that the Government would deal very summarily with the first party who published it. To-night Mr. Gobright, the agent of the Associated Press, informed me that he had such news from Hampton Roads, but had suppressed it.

I am, most truly, sir, your obedient servant,

G. V. FOX.

General U. S. GRANT.

The country will not forgive us for another failure at Wilmington, and I have so informed Porter.

Report of Captain Sands, U. S. Navy, commanding U. S. Fort Jackson of arrival off Beaufort, N. C.

U. S. S. FORT JACKSON,
Off Beaufort Bar, January 4, 1865.

SIR: I have to report my arrival here at 4 p. m., having gone to New Inlet in obedience to your order, arriving there at 7 a. m. this morning.

I left Norfolk on January 2, at 6 p. m., taking in 1,200 IX-inch shells filled and fuzed for the fleet, with some grate bars for the *Kansas* and a large mail for the fleet.

Very respectfully, etc., your obedient servant,

B. F. SANDS,
Captain.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding persons fishing in the Sounds of North Carolina.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., January 4, 1865.

SIR: Yours of 28th ultimo, in relation to persons fishing in the sounds, has been received.

You must use your own judgment about such matters and not appeal to me. If you think the fishermen are spies and are using their boats to plant torpedoes, or otherwise damaging our interests, stop their work at once, and break up all the boats.

General Butler has no command whatever over the water.

Respectfully, your obedient servant,

DAVID D. PORTER.
Rear-Admiral.

Commander W. H. MACOMB.
Commanding District of Sounds of North Carolina.

Report of Commander Macomb, U. S. Navy, protesting against traffic under cover of Treasury regulations for the benefit of Confederate armies.

U. S. S. SHAMROCK,
District Sounds of North Carolina, Plymouth, January 4, 1865.

SIR: I wish to protest in the strongest terms against the manner in which certain parties, under cover of the Treasury regulations, are supplying the rebel armies.

It appears that there is a clause in the Treasury regulations for commercial intercourse, etc., which permits anyone bringing out of cotton, tobacco, etc., to take in return supplies and merchandise to the amount of one-third of the value of the products brought out. This law is a mistake; under no circumstances should supplies be allowed to pass without our lines. I seized the other day a schooner with a cargo of every kind of contraband articles, valued at nearly $7,000, which was on its way directly into the enemy's lines, and there is very little doubt that most of it will go to feed the armies against which we are fighting.

I respectfully request that you refer this matter to the Treasury Department, and have a stop put to this manner of assisting our enemies.

I shall send a duplicate of this to the admiral. My reasons for making this report direct to the Department are that the parties engaged in this business will probably make complaints at Washington of my seizure of their property, and I wish my reasons to be known. The schooner (the *Georgia*) is still here, awaiting directions from the admiral.

A steamer called the *Philadelphia*, with a large cargo, said to have the proper Treasury permits, signed by General Shepley, etc., ran up the Chowan River the other night and is said to have gone to Franklin, Va., to sell her cargo. On her way up a guard of rebel soldiers was placed on board her to take her up in safety.

I am, sir, very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District Sounds, North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding vessels for Rear-Admiral Dahlgren, U. S. Navy, commanding South Atlantic Blockading Squadron.

NAVY DEPARTMENT, *January 5, 1865.*

SIR: After operations are finished against the outer defenses of Wilmington, send immediately to Rear-Admiral Dahlgren all the vessels, including ironclads, that in your judgment can be spared from the North Atlantic Squadron. Let them be efficient vessels, drawing not over 18 feet.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, *January 5, 1865.*

Can you not possibly go down the coast for a few days? I think we have fine sea steamer at Norfolk, and I will accompany you. It seems to be worth a few hours of the directing mind.

G. V. FOX,
Assistant Secretary.

Lieutenant-General U. S. GRANT, U. S. Army,
City Point, Va.

Report of Captain Berrien, U. S. Navy, commandant navy yard, Norfolk, regarding boats for the North Atlantic Blockading Squadron.

COMMANDANT'S OFFICE,
U. S. Navy Yard, Norfolk, January 5, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of December 29, 1864, in relation to forwarding all the boats for the North Atlantic Squadron. The *Aries* will take down two large boats, and others will be forwarded as opportunities occur. I regret having to state that the boats for which requisition was made several weeks since have not as yet been furnished for the squadron, though these may reach us at any moment.

At the request of Lieutenant-General Grant, and by order of the honorable Secretary of the Navy, six launches and large boats, mostly belonging to vessels of the North Atlantic Squadron, have been sent down to Fort Monroe for the use of the Army. Of the nature of the service in which these boats are to be employed I know nothing.

I am, sir, very respectfully, your obedient servant,

J. M. BERRIEN,
Captain, Commanding Naval Station, Norfolk.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron,
U. S. Flagship Malvern, off New Inlet, North Carolina.

[Telegram.]

NAVY DEPARTMENT, *January 5, 1865.*

Proceed to sea to-day if possible and report to Rear-Admiral Porter off Beaufort. When he dispenses with your services, proceed off Charleston and report as previously ordered.

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander SAML. MAGAW,
Commanding U. S. S. Lenapee, Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *January 5, 1865.*

What steamers have you ready for sea which can carry dispatches? Has the *Santiago de Cuba* gone? If not, retain her for further orders.

By order Secretary:

G. V. FOX,
Assistant Secretary.

Captain J. M. BERRIEN,
Commandant Navy Yard, Norfolk, Va.

Report of Commander Parker, U. S. Navy, giving reasons for delay in attacking the Confederate rams in James River.

U. S. MONITOR ONONDAGA,
Aiken's Landing, James River, Virginia, January 6, 1865.

SIR: I have to report that we have made but little progress toward attacking the rebel rams anchored in James River for the last three weeks for the following reasons, viz:

Mr. Berney left this vessel on the 16th of December last for New York, to procure more burning fluid and apparatus, as he said, and promised to return in less than a week, but I have heard nothing from him since that time. I have had a plenty of volunteers for the work, both of officers and men, and the crew of this vessel is well drilled.

First Assistant Engineer John L. Lay, in command of the torpedo boat *Spuyten Duyvil*, left here for New York on the 26th ultimo for shells and necessary apparatus and returned yesterday. He reports that it will be necessary for him to return to New York to-day, and he will be absent about two weeks more to superintend the manufacture of some newly invented and powerful shells, after which he will soon be ready to operate.

He reports that he had an interview with General Grant, who advised him to wait till the Army were ready to cooperate, and that General Grant approved of his plans, and that blows delivered at the same time from the Army and Navy would have a much greater effect than if either one undertook to act independently of the other against the enemy.

I trust that this will explain to you the reason of the apparent inaction of this division. I can assure you, sir, that we are ready to act as soon as a proper opportunity shall present itself.

I beg leave to recall your attention to the fact that nearly all the vessels in the Fifth Division are short of men.

All the rebel deserters who have been examined on board this vessel agree in saying that the fires from the monitors have caused but very little damage to the rebel batteries. They knock off a little dirt from the parapets, but this is easily repaired in the night. The most serious damage was done last summer, when a gun at Howlett's battery was dismounted, but not a man has ever been killed or wounded by the projectiles from the monitors.

The rebel deserters report that there are many torpedoes abreast of Howlett's battery, and between that and the rams, some of which contain 1,500 to 2,000 pounds of powder. These are connected by telegraphic wire with the batteries. There are also many smaller ones containing 50 pounds, which are percussion shells anchored about 4 feet below the surface of the water.

Additional obstructions have recently been sunk between us and the rebel rams by the enemy.

I have previously reported that the canal at Dutch Gap was blown out, with partial success, on the 1st instant at about 4 o'clock p. m.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding coal supply.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., January 6, 1865.

SIR: There is not coal enough here to supply the squadron, though I think this will not delay our operations. It is very important that there should be a large supply here while the squadron is so large on this coast.

I understand that an order has been given to send no more coal to this place for the present. This is very unfortunate, as no one can tell how long the squadron will be here and in this neighborhood.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Porter, U. S. Navy, to Commodore Adams, U. S. Navy, regarding coal.

BEAUFORT, *January 6*, [*1865*].

COMMODORE: We require 12,000 tons of coal at this point for immediate use.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commodore H. A. ADAMS,
323 Walnut Street, Philadelphia.

Report of Commander Macomb, U. S. Navy, requesting torpedoes for use against the enemy's ironclads.

U. S. S. SHAMROCK,
Dist. Sounds of N. C., Plymouth, N. C., January 6, 1865.

ADMIRAL: I respectfully request that a number of torpedoes like the one picked up in the Roanoke River and sent to you this day, say 100, may be made by the Ordnance Department and sent here for use in this district against the enemy's ironclads.

One has been sent to the Navy Department, which will serve as a pattern.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, advising the barricading of the Roanoke River.

U. S. S. SHAMROCK,
Dist. Sounds of N. C., Plymouth, N. C., January 6, 1865.

ADMIRAL: I think that this river should be barricaded, so as to prevent the enemy from bringing out his ironclad, which, from all accounts, is within five or six months of completion.

This might be done in two ways—by sinking vessels in the river (twelve good sized schooners sunk stem upstream would be sufficient) or by building a regular causeway of cobwork across the stream, leaving sluices for the water to flow through. The latter of these methods is perhaps the most effectual, but the former is much more easily accomplished. I would respectfully request instructions on this subject, and if you decide on the latter method, please have some schooners sent out, as I have but three that can be used.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commodore Radford, U. S. Navy, commanding U. S. S. New Ironsides, regarding effects of heavy weather.

U. S. S. NEW IRONSIDES,
Off Beaufort, N. C., January 7, 1865.

SIR: I have the honor to report that I last night parted my chain, the ship pitching very heavily. A heavy sea boarded us.

The ship shows in every part the effects of heavy weather, works badly, and leaks considerably, feeling much the want of her rudder.

Very respectfully, your obedient servant,

WM. RADFORD,
Commodore, Commanding Ironclad Division.

Rear-Amiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Commander Macomb, U. S. Navy, acknowledging the Department's general order regarding trade with the Confederate States.

U. S. S. SHAMROCK,
Dist. Sounds of N. C., Plymouth, N. C., January 7, 1865.

SIR: I have this day received from Rear-Admiral D. D. Porter the Department's General Order No. 42, in relation to the late executive order in regard to trade with the rebellious States.

My letter of the 5th instant was written before the receipt of that order, and at a time when I found that it was being abused by certain parties, who took advantage of it to carry large quantities of supplies into a part of the country in the immediate possession of the enemy. I need not say that the above order will be carried out by me, especially that part which forbids contraband of war from being taken into the enemy's country.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District Sounds, North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from First Assistant Engineer Lay, U. S. Navy, to Rear-Admiral Gregory, U. S. Navy, reporting an interview with General Grant regarding proposed plan for the destruction of Confederate ironclads in the James River.

NEW YORK, *January 8, 1865.*

ADMIRAL: On my return to the James River I had an interview with General Grant, who approved of the plan proposed to destroy the rebel fleet and remove the obstructions in James River, but he deemed it advisable not to make a demonstration until there was a combined movement by the Army and Navy, which, as he remarked, would greatly increase the chances for success. Commander Parker approved of the suggestions made by the general, and deemed it advisable in the meantime to strengthen the vessel and render her as formidable as possible, and in view of this has given me orders to proceed to New York (a copy of which I enclose) to make the necessary arrangements. I herewith enclose a requisition for the necessary deck plates and shells, which I desire to procure at the earliest moment. It may be proper for me to add that my interview with General Grant was for the purpose of securing his cooperation in clearing the river of obstructions and destroying the rebel fleet. The interview was proposed by Commander Parker, and from him I received a letter of introduction to the general.

I am, very respectfully, your obedient servant,

JOHN L. LAY,
Commanding Spuyten Duyvil.

[Rear]-Admiral F. H. GREGORY, U. S. Navy,
General Superintendent Ironclads, New York.

Order of the Secretary of the Navy to Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Shawmut.

NAVY DEPARTMENT, *January 9, 1865.*

SIR: Proceed with the U. S. S. *Shawmut* off Wilmington and report for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander GEO. U. MORRIS,
Commanding U. S. S. Shawmut, Portsmouth, N. H.

Order of Rear-Admiral Porter, U. S. Navy, to the senior officer at New Berne, N. C., regarding coal.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off Beaufort, N. C., January 9, 1865.

SIR: Some ten days since I ordered all the coal at Hatteras Inlet to be sent here at once, since which I have heard nothing from it. Go there yourself if necessary and start them out at once.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

SENIOR NAVAL OFFICER,
New Berne, N. C.

Report of Lieutenant-Commander Young, U. S. Navy, senior officer off Western Bar, regarding the vessels on that station.

U. S. S. MARATANZA,
Western Bar, Cape Fear River, January 9, 1865.

SIR: In obedience to General Order No. 63, I herewith enclose a tracing of chart containing the stations of vessels on blockade duty on the Western Bar, Cape Fear River. The following vessels have performed duty as bar blockaders at intervals since the 1st of December, 1864: *Maratanza*, *Britannia*, *Aries*, *Dumbarton*, *Moccasin*, *Eolus*, *Bignonia*, *Nansemond*, *Vicksburg*, *Nyack*, *Tristram Shandy*, *Little Ada*, and *Emma*. Two blockade runners have been beached during the month. The *Ella*, which was forced on shore and afterwards fired by the *Emma*, and another, name unknown, was run on shore about the night of the 25th ultimo and shelled by the *Monticello* and *Eolus* on the afternoon of the 26th [27th], and since has been forced up on the beach by the heavy southerly weather we have had since the 25th, so that she can never be got afloat again.

If the vessels are to be supplied coal by schooners from Beaufort, I would respectfully suggest that they may be compelled to have good ground tackle, as they have been a source of great anxiety, expecting some of them to break adrift and be beached on Smith's Island before any of us could render them the necessary assistance.

I would also suggest that a launch that will carry from 10 to 15 tons of coal be furnished, so that the small vessels can use her in coaling when the sea is too rough to lay alongside of the schooner, which is the case in five days out of the week. I have used and loaned the

small vessels this vessel's launch and first cutter, but the consequent rough usage knocks the boats to pieces and keeps the ship's carpenter constantly at work to keep them in repair. The boats are too slightly built for the service required.

By sending a launch a great deal of damage to the tugs and schooners will be avoided. As nearly every one of the tugs goes alongside to coal, some damage is done to one or the other.

I would respectfully request permission to get from the storehouse a large iron buoy to put down in soft bottom, so as to enable vessels in heavy weather to find good anchorage and to serve as a guide for vessels running into the station at night when it sets in thick. The buoy now moored is rope-strapped, and consequently is getting adrift frequently.

Very respectfully, your obedient servant,

GEO. W. YOUNG,
Lieutenant-Commander, U. S. Navy, Senior Officer.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding cooperation with army forces.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Beaufort, N. C., January 9, 1865.

SIR: Do not undertake any more expeditions with any of Butler's party; they are not to be depended upon.

I do not wish the picket launch used for any purpose whatever, but kept in case a ram comes down.

When you want any more gas for the calcium light, send to Mr. Grant, the inventor, at Fortress Monroe, and get three or four cylinders.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of Sounds, etc.

Report of Commander Macomb, U. S. Navy, transmitting report regarding the system of illegal traffic in the sounds.

U. S. S. SHAMROCK,
Dist. Sounds of N. C., off Plymouth, January 9, 1865.

ADMIRAL: I have the honor to transmit to you an interesting report of an investigation made in the system of carrying on trade with the rebellious States, as practiced in this district under licenses, permits, and papers from General Shepley and the Treasury authorities of Norfolk, Va. You will perceive by this how much the law and the privileges of purchasing cotton and other products of the insurrectionary States are hereby abused by those engaged in it, and all this under authority of the Government.

I also wish to call your attention to the fact of a large trading and supply storehouse having been established at South Mills, situated

at the junction of the Dismal Swamp Canal and the Pasquotank River, well above Elizabeth City.

I quite coincide with the commanding officer of the *Ceres* in the fact that the rebel army are receiving large amounts of supplies through these sources. Under these circumstances it would appear an anomaly to blockade a port on the coast and then open trade for supplying the enemy but a short distance in the interior.

I am, respectfully, your obedient servant,

W. H. MACOMB,
Commander, Comdg. District of the Sounds of North Carolina.

To Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, Flagship Malvern, Beaufort, N. C.

[Enclosure.]

U. S. S. CERES,
Off Plymouth, N. C., January 9, 1865.

SIR: In compliance with your order of the 4th instant, I proceeded with the U. S. S. *Ceres* under my command to North River, Albemarle Sound. I dragged the bar at the mouth of that river, but found nothing. I then proceeded to the mouth of Chesapeake and Albemarle Canal and visited the supply store of C. C. Poole, at Coanjock Bridge. From Mr. Johnston, a partner, I learned that the permit to keep the store was in possession of Mr. Poole, then at Norfolk, but from papers (invoices, permits to pass goods, etc.) signed by the military authorities at Norfolk, I believe that they have proper authority for keeping the same. I found about $30,000 worth of goods on the premises, and was told by Mr. Johnston that the permit for the excess of goods over $3,000 was also in the hands of Mr. Poole, and that it was granted by the commanding general at Norfolk. I also learned from Mr. Johnston that they had received and sold goods to the amount of $60,000 since the 1st of November, 1864. Major McLaughlin, commanding the post, states that the sales since November 21, 1864, amount at least to $100,000. Mr. Johnston states, in evidence of his intention to deal fairly by the Government, that he applied to the commanding general at Norfolk that some one in authority should be appointed to regulate the trade at Coanjock Bridge (upon which Lieutenant Dodge was detailed for that purpose; accompanying please find a copy of his orders); also that he does not deal in articles prohibited by the military authorities, namely, boots, shoes (for men), beef, pork, bacon, or leather, which, from what I can learn, are considered as contraband.

In relation to the schooner *Georgia*, Mr. Johnston states that it is an entirely distinct affair, having no connection with the store. A portion of the cargo belongs to parties who have no interest therein, at the same time protesting that all requirements of the Treasury Department have been complied with, and offers in evidence of their good intentions a copy of a letter from Rear-Admiral David D. Porter in relation to the shipment of goods, which copy please find accompanying this report.

After having obtained this information from the parties at the bridge, I proceeded to Roanoke Island. On my way there I captured a small boat containing a rebel soldier, also a lot of beef, fish, and 1 box addressed to Caleb G. Overton, North Carolina Volunteers. After having turned over the above-mentioned soldier to the provost-marshal at Roanoke Island, I proceeded to Elizabeth City, N. C., as I had been informed that a schooner loaded with goods had left the canal for that place. On my arrival there, I found the schooner *Emma D.*, whose cargo had been disposed of by the owner of it, a Mr. Cobb. The papers

of the vessel and cargo were all right, the proper clearance and permits being in the possession of Mr. Cobb, from whom I obtained them. I found at Elizabeth City a store kept by William H. Clark, said by him to be a branch of the store at Coanjock Bridge. What authority they have for establishing it I can not say, but from papers shown me by Mr. Clark I think the military authorities at Norfolk recognize their right to do it. The store contained goods to the amount of about $5,000 worth. I learned from the citizens at Elizabeth City, as well as from Major McLaughlin at Coanjock Bridge, that there was a very large supply store located at South Mills, Camden County, which was probably doing twice as much business as all the others in this part of the country; also that a number of small stores had been reopened through the lower counties.

From the information that I received, I am led to believe there were not near as large amounts of goods brought into the six lower counties in the most prosperous times as there are at present, while, in consequence of poverty and diminution of population, the demand should be much less than before the war. It is acknowledged by all, and even admitted by the dealers themselves, that the greatest portion of the goods find their way into the country under the control of the rebels, the largest part of the goods going across the different ferries on the Chowan. There is a considerable trade springing up between Tyrrell County and Elizabeth City, also to Coanjock Bridge. Major McLaughlin informed me that three boats left that place for Little Alligator River on the 3d of the present month, carrying considerable amounts of goods across, and I was informed that large quantities of goods are taken from Elizabeth City to the same place. In many places this trade is irregular, and boats employed in it are liable to seizure. From Elizabeth City I returned to this place, and have the honor to present this report.

Very respectfully, your obedient servant,

H. H. FOSTER,
Acting Master, Commanding.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of Sounds of North Carolina.

Report of Commander Nichols, U. S. Navy, regarding measures taken for supplying coal.

U. S. S. MENDOTA,
Hampton Roads, January 10, 1865.

ADMIRAL: Your orders of the 3d, 5th, and 6th instant, to send coal to Beaufort, have been received. Not having time to write by the *Aries*, I requested Fleet Captain Breese to inform you of what I had done and was doing in the matter. The schooners *Burrows C.*, *Eliza Neal*, and *William H. Dennis* are on their way with upward of 800 tons, and I have two schooners loading at the yard about 500 tons more. I shall charter or seize as many as I can that are suitable, and dispatch them as rapidly as possible. At present there is a scarcity of seaworthy vessels, and the few that are fit are unwilling to go, rendering it necessary to seize them. When your first order was received, 6th or 7th, there were but three schooners with coal for the Navy here (the three above named). To one of them, the *Burrows C.*, I furnished a man, and she started without any fuss. The *Eliza Neal* protested on account of bad sails. I sent two of my officers and sailmaker's mate to

survey, and they pronounced the sails good. I assumed the marine risk on the vessel, gave her a man, and got her off after some trouble. The *William H. Dennis* had no captain or crew; only an inexperienced lad as mate and one man. I placed Acting Ensign [W. B.] Barnes, of this vessel, in charge, with these men. On applying to the quartermaster for coal, he informed me that he had but two cargoes afloat, and had ordered both to Beaufort. I have ordered a barge to be loaded to send up James River, and have requested Captain Parker to send down a seagoing vessel, if he has one in the river. I shall hurry coal along as fast as I can procure suitable vessels. The Chief of Bureau telegraphs to me that large supplies of coal have been ordered from Philadelphia, but, as the navigation of the Delaware is uncertain at this season, I shall continue my efforts to dispatch coal from this place. I would respectfully suggest that in chartering vessels in future preference should be given to those vessels that are in proper condition to extend their voyage, and whose captains make no objections to doing so, and who remain by their vessels ready for service.

One of the vessels that I am now having loaded at the yard was partially discharged, and her captain is absent. If he does not return in time I shall have to put an officer in charge. Two vessels that have just discharged coal for the Navy can not take a freight for Beaufort, because their sails are not fit for the voyage. I have satisfied myself of this by a personal examination. These cases that I have mentioned I shall report to the Bureau and to Commodore Adams. These coal captains know that there is a large supply of coal here, and it would seem as though they felt certain of a long lay or demurrage, and as the run from Philadelphia is a short one, by watching a favorable chance they are sure of making it safely and make enough out of the demurrage to get a new suit of sails, or worry through the winter at anchor, and the old sails are good enough for the next summer.

The *Chicopee* arrived this morning from the sounds and has gone to the yard for repairs. The tubes in our boilers are beginning to be troublesome by giving out, and we are plugging the defective ones as fast as they show themselves. Owing to the settling of the vessel amidships, the framing of the engine-room hatch bears hard against the eccentrics and we have had to cut away three times, and I am afraid will have to cut still more. She is contract built and weak.

Wishing you every success, admiral, in all your undertakings,

I am, very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander and Senior Officer, Hampton Roads.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Devens, U. S. Navy, commanding U. S. S. Tristram Shandy.

BEAUFORT, N. C., *January 10, 1865.*

SIR: Proceed off New Inlet with the *Tristram Shandy* and report to the senior naval officer there for blockade duty.

Respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant DEVENS,
Commanding U. S. S. Tristram Shandy.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding vessels to be omitted from the semimonthly list.

NAVY DEPARTMENT, *January 10, 1865.*

SIR: Hereafter in preparing your semimonthly list of vessels, those that have been sent to Northern yards for extensive repairs will not be included, as there is no certainty of their being returned to the squadron. The following, therefore, should be omitted: *Augusta*, *Calypso*, *Mercedita*, *Grand Gulf*, *Dacotah*, and *Niphon*. The following on your last list have been assigned to other stations or commands: *Banshee*, *Morse*, *State of Georgia*, *St. Lawrence*, *Tallapoosa*, and *Saco*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, off Wilmington, N. C.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rolando, U. S. Navy, regarding certain vessels of the squadron.

BEAUFORT, N. C., *January 10, 1865.*

SIR: I have ordered the *Monticello*, *Gettysburg*, *Cherokee*, *Lilian*, and *Tristram Shandy* to New Inlet.

On their arrival you will repair to this anchorage with the *Keystone State* for coal and supplies.

Tow the *Emma* up with you and direct the *Howquah* to return here before her coal is entirely out.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Commander H. ROLANDO,
Commanding Keystone State.

Report of Commander Macomb, U. S. Navy, transmitting copy of a report regarding infringements of trade regulations and capture of the schooner Triumph.

U. S. S. SHAMROCK,
Dist. Sounds of N. C., off Plymouth, N. C., January 10, 1865.

ADMIRAL: I have the honor to enclose a copy of the report of Lieutenant-Commander English of a visit made by the *Wyalusing* up the Perquimans River to Hertford, which goes still further to expose the abuse practiced of the regulations for trade from Norfolk in this section.

It will give you an idea how readily the rebel army is supplied from that place.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding District of Sounds of North Carolina.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Enclosure.]

U. S. S. WYALUSING,
Off Plymouth, N. C., January 9, 1865.

SIR: In obedience to your order of the 5th ultimo, I proceeded to the Perquimans River and town of Hertford, where I had an interview with such of the municipal authorities as I could find. It seems that since the breaking out of the rebellion there have been no town elections held in that place. In consequence of not finding any responsible person to communicate your order to, I had circulated and posted in the town and on either bank of the river several circulars, a copy of which I enclose. On my return I captured at the mouth of the Perquimans River the schooner *Triumph*, loaded with an assorted cargo. Among the items was a large quantity of salt, which on some parts of the blockaded coast is contraband of war, and vessels found with it on board are condemned by the courts. She cleared from Norfolk. I have brought her here to await the decision of the higher authorities. I found the people, with few exceptions, entirely hostile to the Government. They admit that large quantities of goods of all kinds are passing through from Norfolk, most of which find their way in to the rebel army, and that Norfolk has been of more benefit to their (the rebel) cause since we occupied it than while it was in their hands. All are very comfortably clad, and none seemed to be in want. They have killed a large number of hogs, having had an abundance of salt to pack it with, which they state comes from Norfolk. They trade the surplus pork to the rebel agents for cotton (so I am informed), pound for pound, which must certainly be very profitable to some one. I should hardly consider it necessary to have a vessel stationed there permanently, as the trade is carried on principally inland.

Very respectfully,

EARL ENGLISH,
Lieutenant-Commander, Commanding U. S. S. Wyalusing.

Commander W. H. MACOMB,
Commanding District Sounds, North Carolina.

[Subenclosure.]

U. S. S. WYALUSING,
Off Hertford, N. C., January 6, 1865.

To the inhabitants of the town of Hertford and vicinity:

Should any hostile acts be performed in the Perquimans River, or the sound near its mouth, by which any U. S. Government vessel or property is injured or destroyed, or anything done by which the free navigation of the river is disturbed, the citizens and property holders will be held accountable to the value of the property thus destroyed or injured.

The above notification is by order of Commander W. H. Macomb, commanding U. S. naval forces, District of Sounds, North Carolina.

EARL ENGLISH,
Lieutenant-Commander.

Capture of the steamer Philadelphia, January 10, 1865.

Report of Commander Macomb, U. S. Navy, commanding District of the Sounds.

U. S. S. SHAMROCK,
District of the Sounds of North Carolina,
Plymouth, January 13, 1865.

ADMIRAL: I have the honor to report that on the 10th instant the U. S. S. *Valley City* captured the steamer *Philadelphia*, which steamer

had eluded the fleet while they were up the Roanoke and slipped up the Chowan River, where she had sold out her cargo of supplies, valued at several thousand dollars, and whence she was returning when captured. She has passes and certificates in accordance with the Department's General Order No. 42, but has violated that order by having as part of her cargo boots, shoes, and supplies of all kinds, all of which are, in my opinion, contraband of war. I respectfully request your orders as to her disposal, and also of the cotton which she has on board.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commanding District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Statement of Kader Winslow, a citizen of Chowan County, N. C.

U. S. S. VALLEY CITY,
Off Camp Winfield, Chowan County, N. C., January 12, 1865.

This is to certify that I, Kader Winslow, a citizen of Chowan County, in the State of North Carolina, having been duly sworn, do hereby testify as follows: That on or about the 4th day of January, A. D. 1865, while at Murfrees Station, Va., on the Weldon and Franklin Railroad, I was there told by Mr. Jacob Leno, a resident of Murfrees Station and a citizen of Southhampton County, in the State of Virginia, that the steamer *Philadelphia* was at that time about 2 miles below Nottoway Bridge, on the Nottoway River, trading groceries, shirtings, pantaloonings, etc., for cotton. A portion of the said groceries, shirtings, pantaloonings, etc., I saw in the hands of the said Jacob Leno, who stated that he had received them from the said steamer.

And I do hereby solemnly swear (or affirm) that to the best of my knowledge and belief the said steamer *Philadelphia* was at that time in the Nottoway River, in the State of Virginia. So help me God.

KADER (his x mark) WINSLOW.

Witness:
J. W. SANDS,
Acting Assistant Paymaster, U. S. Navy.

Sworn to and subscribed before me this 12th day of January, A. D. 1865.

JOHN A. J. BROOKS,
Acting Master, Commanding.

Witnesses:
JOHN M. BATTEN,
Acting Assistant Surgeon.
MILTON WEBSTER,
Acting Ensign.

The above affidavit proves that the *Philadelphia* went into the State of Virginia and out of the Chowan River, for which river only her permit was granted.

M.

Report of Acting Master Brooks, U. S. Navy, commanding U. S. S. Valley City.

U. S. S. VALLEY CITY,
Plymouth, N. C., January 11, 1865.

SIR: In accordance with your orders, I cruised up the Chowan River, watching for the steamer *Philadelphia*, which was known to have gone up that river into the enemy's country.

I proceeded as far as Winton, a point beyond which it is deemed imprudent to go, and where the enemy has a picket station, but saw nothing of her. I afterwards learned that she had gone to Franklin, on the Blackwater River, and was exchanging medicines, salt, boots, and shoes for cotton, having taken on board at Winton a number of the enemy's pickets to pass her beyond that point.

At 12 m. yesterday, while laying off Pool's Landing, saw a steamer coming down the river, and immediately made after her, she proving to be the *Philadelphia*, with 257 bales of cotton and 150 pounds of tobacco, manufactured at Petersburg, Va. Sent an officer and prize crew on board and took her in tow.

At the time of discovery she had no colors up, but set them when she found we were making for her.

The enemy had evidently been expecting this steamer, and I am told had sent an agent to Edenton to ascertain when she was coming.

The following is a list of those on board:

George W. Lane, captain; Thomas Upton, passenger; Logan Hurst, supercargo; George Mowry, engineer; Andrew Houston, fireman; Elijah Knox, pilot; James F. Webber, deck hand; Margaret Sullivan, stewardess.

I herewith enclose papers, etc.

There are also $700 in greenbacks on board.

Very respectfully, your obedient servant,

JOHN A. J. BROOKS,
Acting Master, Commanding.

Commander WM. H. MACOMB,
Commanding District Sounds.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, to send the prize steamer to New York.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 23, 1865.

SIR: Your letter of the 13th instant, reporting capture of steamer *Philadelphia*, has been received.

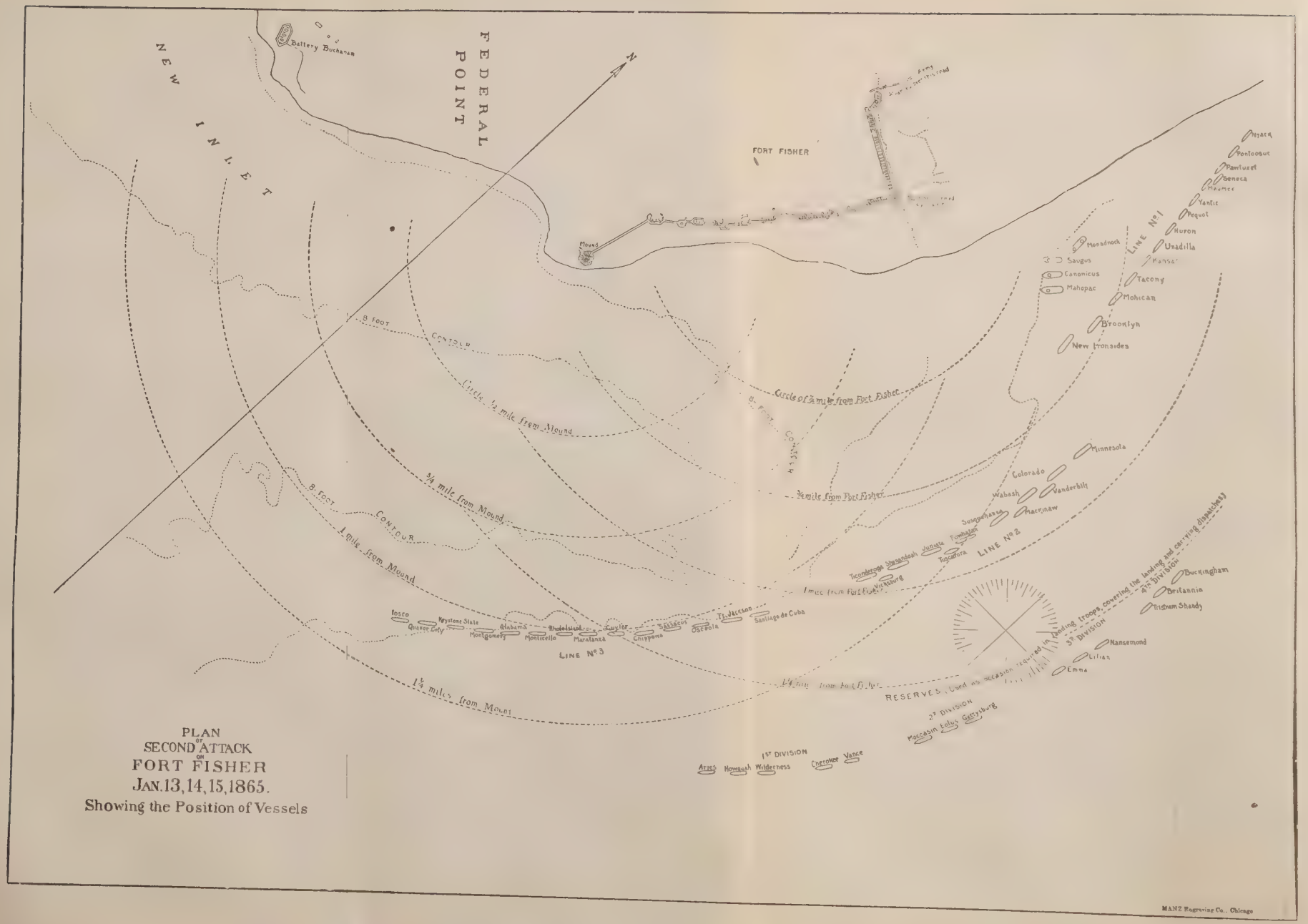
You will send the *Philadelphia*, with a prize crew on board, and all the evidence against her, to New York.

Hereafter you will seize every vessel afloat that has contraband of war in her, or that attempts to trade outside of our lines.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds.



PLAN
OF
SECOND ATTACK
ON
FORT FISHER
JAN. 13, 14, 15, 1865.
Showing the Position of Vessels

MANZ Engraving Co., Chicago

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding the captain of the prize steamer.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 23, 1865.

SIR: You will endeavor to catch the man Lane, and also get all the information you can in regard to the contraband trade which has been going on in your district.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds of North Carolina.

Letter from Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Dahlgren, U. S. Navy, requesting the delivery of charts and letter to General Sherman, U. S. Army.

OFF NEW INLET, NORTH CAROLINA, *January 13, 1865.*

ADMIRAL: I send the *Britannia* down with charts and letter for General Sherman. As it is important that General Sherman should receive these, will you be kind enough to see that they are delivered to him and order the *Britannia* to return to me?

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Second attack and capture of Fort Fisher, January 13–15, 1865.

General order of Rear-Admiral Porter, U. S. Navy, regarding plan of attack.

GENERAL ORDERS, No. 78. } NORTH ATLANTIC SQUADRON,
Flagship Malvern, January 2, 1865.

The order of attack for the next bombardment of Fort Fisher will be as follows:

The *New Ironsides*, Commodore Radford, will lead in and anchor with the center of the northeast face of the fort bearing W. by S. ½ S., the monitors following. The ironclads will anchor in succession, as follows: The *Dictator* will anchor close to and but a length ahead and outside of the *New Ironsides*. The *Mahopac*, *Canonicus*, and *Saugus* will anchor in line close together, between the *New Ironsides* and the beach, and the *Monadnock* will select a position in the same line, so that she will have room to swing and bring both turrets to bear.

When these vessels are fairly engaged, signal will be made to the *Brooklyn* to go in and engage the enemy, taking her position at anchor close under the stern of the *New Ironsides*, with her broadside bearing on Fort Fisher. The *Brooklyn* will be followed in by the *Mohican*, *Tacony*, *Kansas*, *Unadilla*, *Huron*, *Maumee*, *Paxtuxet*, *Seneca*, *Pontoosuc*, *Nyack*, *Yantic*, and *Nereus*, in the order in which they are marked on the chart. The line, when anchored, should be with the *Brooklyn* bearing about S. by E. This will be line of battle No. 1.

Line of battle No. 2 will take position when the leading vessel of line No. 1 is anchored, with the *Minnesota* leading, *Colorado* next, *Wabash*, *Susquehanna*, *Powhatan*, *Juniata*, *Shenandoah*, *Ticonderoga*. After the *Minnesota* anchors in her old place (or closer), where her guns will clear the *New Ironsides*, the *Colorado* will pass her and anchor, both ships firing slowly to get their range as they go in. When the *Colorado* is anchored and firing with effect all the vessels of line No. 2 will anchor in position exactly as they did on a previous occasion.

The *Vanderbilt* will then anchor a little outside of and between the *Colorado* and *Wabash*, *Mackinaw* between *Susquehanna* and *Wabash*, and *Tuscarora* between *Juniata* and *Powhatan*.

When line No. 2 has anchored, line No. 3 will take position, the *Santiago de Cuba* leading, which vessel will anchor with the center of the southeast face of Fort Fisher N. W. ½ N., or just ahead of the *Ticonderoga*. The *Fort Jackson* will then pass the *Santiago de Cuba* and anchor as close as she can get; the *Osceola* will pass the *Fort Jackson* and anchor, and so on with *Sassacus*, *Chippewa*, *R. R. Cuyler*, *Maratanza*, *Rhode Island*, *Monticello*, *Alabama*, *Montgomery*, *Keystone State*, *Quaker City*, ending with the *Iosco*.

When signal is made to form line of battle, all the vessels of lines Nos. 1, 2, and 3 will fall in line in the order mentioned, the *Brooklyn* leading line No. 1, *Minnesota* line No. 2, and the *Santiago de Cuba* line No. 3. When any vessel is missing the vessels behind must close up. All the vessels can, with safety, get in closer than they did the last time. For this they must depend on the lead and past experience.

All firing against earthworks when the shell burst in the air is thrown away. The object is to lodge the shell in the parapets, and tear away the traverses under which the bombproofs are located. A shell now and then exploding over a gun en barbette may have good effect, but there is nothing like lodging the shell before it explodes. The red lines on the chart indicate the object each vessel is to fire at as near as we can make out the works.

In case it is determined to land the troops before engaging the forts, signal will be made. Each vessel will have her boats in readiness to disembark the troops as rapidly as possible. When the signal is made they will run in and anchor close to the shore, covering the landing with their guns. The paddle steamers will not use their paddle boats (but only their davit boats) unless ordered to do so. All these things will be regulated by signal. All the precautions observed in General Order No. 75 will be observed on this occasion.

Fire deliberately. Fill the vessels up with every shell they can carry, and fire to dismount the guns and knock away the traverses. The angle near the ships has heavy casemates; knock it away. Concentrate fire always on one point. With the guns disabled the fort will soon be ours.

No vessel will retire from line unless in a sinking condition, nor without permission.

So many accidents have happened with the 100-pounder rifles that I recommend, if they be used at all, the charges be reduced to 7 pounds, and as the time fuzes burst after leaving the gun, fire them with a patch on, or fire percussion shell.

When the troops are ready for the assault signal will be made to "Change the direction of the fire" by hoisting general signal 2211 and blowing the steam whistle, which whistle every vessel will repeat, and officers will be stationed at the hatches to pass the word. When the signal 2211 is made, all the vessels will stop firing at Fort Fisher and concentrate their fire on the batteries to the left or above it, the

Tacony, *Kansas*, *Unadilla*, *Huron*, *Maumee*, *Pawtuxet*, *Seneca*, *Pontoosuc*, *Nyack*, *Yantic*, and *Nereus* giving their guns great elevation and firing over to reach the river, to disturb any rebel troops that may be resting there. To avoid accidents by firing over our troops by these last-mentioned vessels, the patches will not be taken off the shells until the assaulting column is in the works.

If the troops are driven back the firing will be directed on Fort Fisher again, when the signal is made, and this plan will be followed from time to time as assaults are made and repulsed.

There is one thing to which I beg leave to call attention. When the range is once obtained, the officer of division should note in a book the distance marked on the sight, so that he will not forget it. When the smoke becomes thick and objects dim, a reference to the notes and an examination to see if the sight is properly set will assist very much in insuring accuracy of fire.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Special order of Rear-Admiral Porter, U. S. Navy, to concentrate the fire upon the enemy's guns.

SPECIAL ORDERS, No. 8. } NORTH ATLANTIC SQUADRON,
Flagship Malvern, January 3, 1865.

A great many shells were thrown away firing at the flagstaff. These are generally placed at a point to entice us to fire at them, and no harm is done by this kind of firing. Commanders are directed to strictly enjoin upon their officers and men never to fire at the flag or pole, but to pick out the guns; the stray shells will knock the flagstaff down. Commanders are directed particularly not to show their plans or general orders in relation to this expedition to anyone.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

General order of Rear-Admiral Porter, U. S. Navy, regarding the preparation of landing parties.

GENERAL ORDERS, No. 81. } NORTH ATLANTIC SQUADRON,
Flagship Malvern, January 4, 1865.

Before going into action, the commander of each vessel will detail as many of his men as he can spare from the guns as a landing party.

That we may have a share in the assault when it takes place, the boats will be kept ready, lowered near the water on the off side of the vessels. The sailors will be armed with cutlasses, well sharpened, and with revolvers. When the signal is made to man the boats, the men will get in, but not show themselves. When signal is made to assault, the boats will pull around the stern of the monitors and land right abreast of them, and board the fort on the run in a seaman-like way.

The marines will form in the rear and cover the sailors. While the soldiers are going over the parapets in front, the sailors will take the sea face of Fort Fisher.

We can land 2,000 men from the fleet and not feel it. Two thousand active men from the fleet will carry the day.

Two boat keepers will be kept in each boat.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

General order of Rear-Admiral Porter, U. S. Navy, regarding signaling.

GENERAL ORDERS, No. 82. NORTH ATLANTIC SQUADRON, FLAGSHIP MALVERN, *Beaufort, N. C., January 5, 1865.*

The distinguishing flags of the different lines of battle will be as follows:

When signalizing to line No. 1, one black ball over the cornet will be hoisted.

When signalizing to line No. 2, two black balls over the cornet will be hoisted.

When signalizing to line No. 3, three black balls over the cornet will be hoisted.

The vessels leading these lines will repeat the signals made by the flagship.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

General order of Rear-Admiral Porter, U. S. Navy, regarding the movement of vessels to the scene of action.

GENERAL ORDERS, No. 84. NORTH ATLANTIC SQUADRON, FLAGSHIP MALVERN, *Beaufort, N. C., January 6, 1865.*

When ready to start, the *Santiago de Cuba* will tow the *Canonicus;* the *Fort Jackson* the *Mahopac;* the *Alabama* the *Saugus*, and the *Rhode Island* the *Dictator*, if she comes. The *Mohican* will go ahead of the *Monadnock* and take care of her; the *Vanderbilt* will tow or keep company with the *Dictator*, and the *Pontoosuc* will go ahead of the *Monadnock* to guide her, as her compass does not work. When the vessels arrive at the scene of action, they will drop into their respective lines.

DAVID D. PORTER.
Rear-Admiral, Commanding North Atlantic Squadron.

Special order of Rear-Admiral Porter, U. S. Navy, regarding the landing of troops and stores for the army.

SPECIAL ORDERS, No. 10. NORTH ATLANTIC SQUADRON, *Flagship Malvern, January 9, 1865.*

The following vessels will form a separate line, under command of Lieutenant-Commander Upshur, for the purpose of landing the provisions and stores for the army, viz, *A. D. Vance*, *Fort Donelson*, *Aries*, *Emma*, *Lilian*, *Tristram Shandy*, *Britannia*, and the *Wilderness*. The *Nansemond*, *Moccasin*, and *Little Ada* will act as messengers, as before.

It is proposed now that the troops shall be landed before any attack is made on the fort by all the vessels. The *Brooklyn* will lead in with the vessels attached to her line and anchor in a position to cover the landing and drive away the rebels, if any are there. The landing will probably be made at the same place as before.

Line No. 2 will anchor where their guns can reach (somewhere in about 5 fathoms water and not less), and where they can fire clear of the first line.

Line No. 3 will keep underway a short distance outside the other lines. ready to act as circumstances may require.

The transports will anchor in line outside of line No. 1, and be ready to deliver their troops as fast as the boats come alongside. All the vessels will lower their boats as quick as they anchor and send them to the transports, line No. 3 doing the same.

When the troops are all landed, the boats will be hoisted up on the port side, and those belonging to the starboard side will be secured alongside for towing, so that they can be manned at a moment's notice when the assault comes off.

If practicable, the *New Ironsides* and the monitors will be ordered on to bombard the fort and dismount the guns while the troops are getting on shore. This will be done when the signal is made to the *New Ironsides* to attack, the monitors following her.

While the vessels are firing, the commanders will keep an intelligent officer at the maintopmast head, to regulate the firing and tell the effect of the shot. The commanders of smaller vessels will have a like lookout kept at the maintopmast head. The officers aloft will note all information that may be valuable, as they can see what is going on in the river inside.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding the fire from that vessel.

JANUARY 11, 1865.

SIR: I see by the chart that the fire from your vessel is directed upon Fort Fisher.

Instead of that, you will fire upon the same batteries as the *Ticonderoga* and *Shenandoah*.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Captain O. S. GLISSON,
Commanding Santiago de Cuba.

Landing orders of Rear-Admiral Porter, U. S. Navy.

FLAGSHIP MALVERN,
Off New Inlet, North Carolina, January 15, 1865.

The landing party will land out of gunshot of the fort, and as fast as the boats get rid of their loads they will be shoved off and the boat keepers will pull off and hang to the stern of the *Nansemond*, which vessel will be anchored off the landing.

When the men are landed they will be formed and kept together, the marines forming by themselves.

Lieutenant S. W. Preston will have charge of the men with shovels. He will advance as near the fort as he safely can, without running the risk of a single man, and commence throwing up rifle pits rapidly.

He will first advance with a thin line of sappers, and as soon as he can get a ditch deep enough for shelter the marines will go in, in thin squads, and occupy them.

As the sand is thrown up high enough to conceal a person, other sappers will come in behind and dig it deeper. There will be required a 3½-foot ditch. and about the same height of earth thrown out.

The object is to get as close to the fort as possible and with perfect safety, so that the men will have shelter to go to in case of the enemy firing grape and canister.

The officers leading the men must make them keep under command, not showing themselves until the signal is made and the army moves to the assault. No move is to be made forward until the army charges, when the navy is to assault the sea or southeast face of the work, going over with cutlasses drawn and revolvers in hand.

The marines will follow after, and when they gain the edge of the parapet they will lie flat and pick off the enemy in the works.

The sailors will charge at once on the fieldpieces in the fort and kill the gunners. The mouths of the bombproofs must be secured at once, and no quarter given if the enemy fire from them after we enter the fort. Any man who straggles or disobeys orders is to be sent to the rear under a guard. The men must keep their flags rolled up until they are on top of the parapets and inside the fort, when they will hoist them.

Remember, the sailors when they start to board are to go with a rush, and get up as fast as they can. Officers are directed not to leave their companies under any circumstances, and every company is to be kept together.

If, when our men get into the fort, the enemy commences firing on Fort Fisher from the Mound, every three men will seize a prisoner, pitch him over the walls, and get behind the fort for protection, or into the bombproofs.

The fleet captain will take charge of the landing party, and all the commands will report to him.

He represents me on this occasion, and all his orders will be promptly obeyed.

DAVID D. PORTER,
Rear-Admiral.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Glisson, U. S. Navy, to assume charge of the landing of army artillery.

OFF NEW INLET, *January 14, 1865.*

DEAR CAPTAIN: I want you to take especial charge of landing the army artillery, which must go on shore as soon as possible. I know you will do this quicker than anyone else. Take all the force in your division. I have sent for the *Powhatan's* wheelhouse boat, with landing skids; she will report to you. The guns must be got on shore at once, or we will lose our chance.

Do not wait for the *Powhatan's* boat, but go ahead with the landing with best boats you can get; lash two together and put a platform over them, if you can not do any better.

See that the boats have good kedges to keep them from going on the beach.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain O. S. GLISSON,
Commanding U. S. S. Santiago de Cuba.

General order of Major-General Terry, U. S. Army, regarding the order of advance for the transports.

GENERAL ORDERS, } HDQRS. EXPEDITIONARY FORCE,
No. 3. } *Flagship McClellan, January 10, 1865.*

I. On sailing from this point, the transports will follow the naval vessels in the following order:

McClellan, Atlantic, Varuna, Tonawanda, De Molay, Thames, Champion, Commodore Du Pont, Montauk, Idaho, Euterpe, H. Livingstone, Prometheus, General Lyon, California, Weybossett, North Point, Russia, Blackstone.

The distance between the ships will be as small as is consistent with safety. Due notice will be given of the time of sailing. In case of the dispersion of the fleet, the vessels will proceed to a point from 4 to 5 miles above New Inlet, North Carolina.

II. When the troops are to be disembarked Admiral Porter intends to place a division of his fleet close to and parallel with the beach to cover the landing; of this division the *Brooklyn* will be the leading (southernmost) vessel.

As soon as this division has taken up its position and anchored, the transports, except the *North Point* and *Blackstone*, will move in and anchor in a line parallel with, and 200 yards outside of it, the *Atlantic* opposite the *Brooklyn*, the other vessels following the *Atlantic* in the order prescribed for sailing from here; the *North Point* and the *Blackstone* will lie on the right of the second line of naval vessels and await orders.

Should any vessel be missing, the next in order will close up and occupy her position.

The troops will be landed in the navy boats and in the surfboats placed on the transports; these last-named boats must have their hoisting tackle ready hooked on as the shore is approached and must be got into the water as soon as the anchors are dropped; details of sailors will be sent from the navy to man them.

Probably the steam tug *Eliza Hancox* will be sent to the *Atlantic* to receive the troops on board of her and take them close to the shore before they are put into the boats; the *Hancox*, however, must not be waited for.

III. The men will land in heavy marching order with three days' cooked rations and forty rounds of ammunition. The utmost expedition must be used in landing, and as soon as they are on shore the regiments will be formed ready to move. Commanding officers are cautioned to get their men in hand as rapidly as possible and under no pretense to permit straggling from the ranks.

By command of Brevet Major-General Terry:

ADRIAN TERRY,
Assistant Adjutant-General.

Message from Major-General Terry, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting that naval vessels protect his line.

Have moved all my men down to this point and here intend to take position across the peninsula [between Cape Fear River and the Atlantic Ocean], and I have left one brigade to guard the steamers where we landed. I should like some of your vessels to cover this brigade and some to cover the line which I will take up.

A. H. TERRY,
Major-General.

Admiral PORTER.

Letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant-General Grant, U. S. Army, regarding the landing of the army force under Major-General Terry, U. S. Army.

FLAGSHIP MALVERN,
Off Fort Fisher, January 14, 1865.

DEAR GENERAL: The forces under General Terry were landed yesterday without accident or opposition, and their supplies followed immediately. To-day I hope to finish landing the guns, which will be all left to do. General Terry is throwing up a breastwork across the neck of land from Battery Anderson to the river. (Battery Anderson is called by us Flag Pond battery.) I find General Terry most agreeable and efficient, but I think from the way he is going to work that he would like to have more men. This, however, is a mere matter of opinion of mine, which you may take for what it is worth. General Terry has said nothing about wanting more men, and, I judge, is one of those who would not ask for reinforcements unless it should be absolutely necessary. Yesterday afternoon, after landing the troops, I went with a portion of the fleet to attack the fort. Our fire completely silenced them as usual. The ironclads fired nearly all day yesterday and the fort bears many scars, but I can not tell how much harm was done. We suffered no loss whatever.

Most truly, yours,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-General U. S. GRANT,
Commanding Armies of the United States.

I think small-arms ammunition is wanted, as some was wet in landing; provisions also. We can not average more than two days a week in which anything can be landed safely.

Report of Rear-Admiral Porter, U. S. Navy, regarding the first day's bombardment.

FLAGSHIP MALVERN,
Off Fort Fisher, N. C., January 14, 1865.

SIR: I have the honor to inform you that operations have been renewed against the forts at the entrance of Cape Fear River.

Since the first attack on that place, and the subsequent withdrawal of the troops, I have been employed in filling the ships with ammunition and coal. The difficulties we have had to encounter no one can conceive. All our work had to be done with the larger vessels anchored on the coast exposed (you may almost say at sea) to the violent gales that blow here almost incessantly. On these gales the enemy depend to break up our operations. We will see. We have gone through about the worst of it, have held on through gales heavy enough to drive anything to sea, and we have sustained no damage whatever.

After the troops arrived the weather set in bad and the gale was very heavy. As soon as it was over I got underway on the 13th instant, and forming the vessels in three lines, with the transports in company, I steamed for Fort Fisher.

On the morning of the 13th the fleet took its station in three lines, close to the beach, and the boats were sent at once to take off the troops. These were landed, with about twelve days' provisions, at about 2 o'clock p. m.

This time I pursued a different plan in attacking the rebel works. I sent in the *New Ironsides*, Commodore Radford, leading the monitors

Saugus, *Canonicus*, *Monadnock*, and *Mahopac*. At 7:30 a. m. the forts opened on them as they approached, but they quietly took up their old position, within 1,000 yards of Fort Fisher, and when ready they opened their batteries. In this way I tempted the enemy to engage the monitors that we might see what guns he had, and seeing where they were be able to dismount them by our fire.

Quite a spirited engagement went on between the forts and the *Ironsides* and monitors. It was soon apparent that the iron vessels had the best of it; traverses began to disappear and the southern angle of Fort Fisher commenced to look very dilapidated.

The guns were silenced, one after the other, and only one heavy gun in the southern angle kept up its fire.

The fire of this gun was not at all accurate, as it inflicted no damage on the iron vessels. They were hit, though, several times.

By way of letting the enemy know that we had some shell left on board the wooden ships, and did not intend to take any unfair advantage of him by using the iron vessels alone, I ordered line No. 1 (on the plan), lead by Captain Alden, of the *Brooklyn*, and line No. 2, lead by Commodore Thatcher, of the *Colorado*, to go in and attack the batteries. This was done in the handsomest manner; not a mistake was committed except firing too rapidly and making too much smoke.

The heavy fire of the large vessels shut up the enemy's guns at once, and after firing till after dark the wooden vessels dropped out to their anchorage. The *Ironsides* and monitors maintained their positions through the night, firing a shell now and then. They are now lying within 1,000 yards of the fort and one of the monitors within 700 yards, and the fort does not fire a gun at them, thinking no doubt, that it is a waste of powder.

The firing from the fleet will commence as soon as we get breakfast, and be kept up as long as the Ordnance Department provides us with shells and guns.

There is a perfect understanding between General Terry and myself. I believe everything has been done to suit him. I have heard no complaints, and know that we have felt every disposition to help the Army along.

A detailed report of our operations here will be sent in when we get through. I see no reason to doubt our success. The forts will be used up soon. We have a respectable force landed on a strip of land, which our naval guns completely command, and a place of defense which would enable us to hold on against a very large army.

I will report to you by every opportunity.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

OFF FORT FISHER, *January 15, 1865.*
(Received 11:30 a. m., January 17.)

SIR: Fort Fisher is ours. I send a bearer of dispatches with a brief account of the affair. General Terry is entitled to the highest praise and the gratitude of his country for the manner in which he has conducted his part of the operations. He is my beau ideal of a soldier and

a general. Our cooperation has been most cordial. The result is victory, which will always be ours when the Army and Navy go hand in hand. The Navy loss in the assault was heavy. The Army loss is also heavy.

D. D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Porter, U. S. Navy.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 15, 1865.

SIR: I have the honor to inform you that we have possession of Fort Fisher, and the fall of the surrounding works will soon follow. As I informed you in my last we had commenced operations with the iron vessels, which bombarded while we landed the troops. On the 14th I ordered all the vessels carrying XI-inch guns to bombard, with the *Ironsides*, the *Brooklyn* taking the lead; by sunset the fort was reduced to a pulp; every gun was silenced by being injured or covered up with earth so that they would not work.

On the 15th General Terry and myself arranged for an assault, and I ordered 1,400 sailors and marines to participate. At daylight the iron vessels, *Brooklyn*, and XI-inch gunboats commenced battering the work, while the troops made a lodgment within 150 yards of the fort. At 10 o'clock all the vessels steamed in and took their stations, opening a heavy fire, which was kept up until 3 p. m., when the signal was made to assault, the soldiers taking the land side and the sailors the sea face, the ships changing (but not stopping) their fire to other works. The rebels met us with a courage worthy of a better cause and fought desperately. About 30 of the sailors and officers succeeded in getting to the top of the parapet amidst a murderous fire of grape, canister, and musketry; they had planted the flag there, but were swept away in a moment. Others tried to get up the steep "pan coupee." The marines could have cleared the parapets by keeping up a steady fire, but they failed to do so and the sailors were repulsed.

Many gallant fellows fell trying to emulate their brothers in arms who were fighting to obtain an entrance on the northeast angle as it appears on our charts.

The enemy mistook the seamen's attack for the main body of troops and opposed a most vigorous resistance there, but I witnessed it all and think the marines could have made the assault successful. In the meantime our gallant soldiers had gained a foothold on the northeast [northwest] corner of the fort, fighting like lions, and contesting every inch of ground. The *Ironsides* and monitors kept throwing their shells into the traverses not occupied by our men but occupied by the rebels.

In this way our troops fought from traverse to traverse from 3 o'clock in the afternoon until 10 at night. When the joyful tidings were signaled to the fleet we stopped our fire and gave them three of the heartiest cheers I ever heard.

It has been the most terrific struggle I ever saw, and very much hard labor. The troops have covered themselves with glory, and General Terry is my beau ideal of a soldier and a general.

Our cooperation has been most harmonious, and I think the general will do the Navy the credit to say that this time, at least, we "substantially injured the fort as a defensive work."

General Terry had only a few more troops than we had on the last occasion when the enemy had only 150 men in the works. This time the works were fully manned and contained about 800 men at the time of the assault.

It is a matter of great regret to me to see my gallant officers and men so cut up, but I was unwilling to let the troops undertake the capture of the works without the Navy's sharing with them the peril all were anxious to undergo, and we should have had the honor of meeting our brothers in arms in the works had the sailors been properly supported. We have lost about 200 in killed and wounded, and amongst them some gallant officers.

I regret to announce the death of Lieutenant S. W. Preston and Lieutenant B. H. Porter. They were captured together in the attack on Fort Sumter and died together in endeavoring to pull down the flag that has so long flaunted in our faces.

Lieutenant R. H. Lamson was severely wounded. He was lately associated with Lieutenant Preston in his perilous adventure of the powder boat.

Lieutenant George M. Bache and a number of others were wounded; the former not dangerously.

The assault only took place a few hours ago, and I am unable to inform you of our casualties. They are quite severe from the assault, but we had no casualties from the enemy's cannon.

Knowing the impatience of the Department to receive news from Fort Fisher, I have written these few hurried lines.

No one can conceive what the Army and Navy have gone through to achieve this victory—which should have been ours on Christmas Day without the loss of a dozen men.

This has been a day of terrific struggle, and not surpassed by any events of the war.

We are all worn out nearly, and you must excuse this brief and unsatisfactory account. I will write fully by the *Santiago de Cuba*, which goes north to-morrow to carry the wounded.

Besides the men in Fort Fisher there were about 500 in the upper forts, and a relief of about 1,500 men brought down by steamers this morning. So far, I believe we have only captured the garrison of Fort Fisher.

I don't suppose there ever was a work subjected to such a terrific bombardment, or where the appearance of a fort was more altered. There is not a spot of earth about the fort that has not been torn up by our shells. I don't know yet the number of killed and wounded by our fire, but one XV-inch shell alone pierced a bombproof, killing 16 and wounding severely 25.

I presume we are in possession of all the forts, as Fort Fisher commands them all. It is so late now that I can learn nothing more until morning.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Porter, U. S. Navy, regarding the capture of all the works on Federal Point.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 16, 1865.

SIR: I wrote you yesterday. We have all the forts. The army has captured 1,800 men and a large number of officers, including General Whiting and Colonel Lamb.

The gunboats are now in the river and Wilmington is hermetically sealed against blockade runners. The rebels have destroyed the works on Smith's Island, and if they don't destroy Fort Caswell it is no use to them; we will get that after a little while. You must not expect too much of us at one time—these works are tremendous. I was in Fort Malakoff a few days after it surrendered to the French and English; the combined armies of the two nations were many months capturing that stronghold, and it won't compare either in size or strength to Fort Fisher. The fort contains 75 guns, and many of them heavy ones.

I have not yet learned what our casualties are in killed and wounded, but I think 300 will cover them all.

We had a bad explosion in the fort this morning which killed and wounded a number of men, about 100. Some of our seamen were blown up, and Acting Assistant Paymaster R. H. Gillette, of the *Gettysburg*, was killed. I don't know how many of the troops were killed.

I will send a detailed report as soon as I can get off the wounded and arrange matters generally.

The world never saw such fighting as our soldiers did.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Detailed report of Rear-Admiral Porter, U. S. Navy, transmitting lists of casualties.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 17, 1865.

SIR: I had the honor to make you a short report on the 15th, stating to you that Fort Fisher had been captured by the military and naval forces now here. I beg leave to submit now a detailed report of the operations, having received all, or nearly all, the information required to make out a complete report.

As soon as Major-General Terry arrived at Beaufort, N. C., which he did on the 8th December [January], we arranged together a plan of operations which has proved successful.

The weather was threatening, and I advised the general to get his transports inside the harbor to avoid the violence of the coming gale; most of them, however, laid outside.

The gale blew very heavy for two days and nights. The ships of war all held on and rode out at their anchors, except the *Colorado*, which vessel was obliged to go to sea, having only one anchor left, with which alone she could not possibly have ridden out the gale, the sea being very heavy from the S. W. and breaking clear over the vessels. Knowing that the transports had arrived, the commanders all made strenuous efforts to keep their vessels at anchor off Beaufort, to be ready for the move that was about to be made.

Having expended almost every shot and shell in the first bombardment, it became necessary to take in about 15,000 more and fill up with coal, which was done under the most adverse circumstances, the large vessels all lying outside in a heavy sea, and filling up as best they could. The fleet, accompanied by the transports, steamed away on the 12th for Fort Fisher, and the wind being fair and moderate I was in hopes that we would be able to land the troops by 9 or 10 o'clock that night. The wind changing to S. W., we were obliged to anchor off Half Moon battery for the night.

The fleet sailed in three columns. Line No. 1, led by the *Brooklyn*, Captain James Alden, consisted of the *Mohican*, Commander Daniel Ammen; *Tacony*, Lieutenant-Commander W. T. Truxtun; *Kansas*, Lieutenant-Commander P. G. Watmough; *Yantic*, Lieutenant-Commander T. C. Harris; *Unadilla*, Lieutenant-Commander F. M. Ramsay; *Huron*, Lieutenant-Commander T. O. Selfridge; *Maumee*, Lieutenant-Commander Ralph Chandler; *Pequot*, Lieutenant-Commander D. L. Braine; *Pawtuxet*, Commander J. H. Spotts; *Seneca*, Lieutenant-Commander M. Sicard; *Pontoosuc*, Lieutenant-Commander W. G. Temple; *Nereus*, Commander J. C. Howell.

Line No. 2, *Minnesota*, Commodore Joseph Lanman, leading, consisted of the *Colorado*, Commodore H. K. Thatcher; *Wabash*, Captain M. Smith; *Susquehanna*, Commodore S. W. Godon; *Powhatan*, Commodore J. F. Schenck; *Juniata*, Lieutenant-Commander T. S. Phelps; *Shenandoah*, Captain D. B. Ridgley; *Ticonderoga*, Captain Charles Steedman; *Vanderbilt*, Captain C. W. Pickering; *Mackinaw*, Commander J. C. Beaumont; *Tuscarora*, Commander J. M. Frailey.

Line No. 3, *Santiago de Cuba*, Captain O. S. Glisson, leading, consisted of the *Fort Jackson*, Captain B. F. Sands; *Osceola*, Commander J. M. B. Clitz; *Sassacus*, Lieutenant-Commander J. L. Davis; *Chippewa*, Lieutenant-Commander E. E. Potter; *R. R. Cuyler*, Commander C. H. B. Caldwell; *Maratanza*, Lieutenant-Commander George W. Young; *Rhode Island*, Commander S. D. Trenchard; *Monticello*, Lieutenant W. B. Cushing; *Alabama*, Acting Volunteer Lieutenant A. R. Langthorne; *Montgomery*, Acting Volunteer Lieutenant T. C. Dunn; *Iosco*, Commander John Guest.

The reserve division, under Lieutenant-Commander J. H. Upshur, in the *A. D. Vance*, consisted of the *Britannia*, Acting Volunteer Lieutenant W. B. Sheldon; *Tristram Shandy*, Acting Volunteer Lieutenant F. M. Green; *Lilian*, Acting Volunteer Lieutenant T. A. Harris; *Fort Donelson*, Acting Master G. W. Frost; *Wilderness*, Acting Master H. Arey; *Aries*, Acting Volunteer Lieutenant F. S. Wells; *Gov. Buckingham*, Acting Volunteer Lieutenant J. MacDiarmid; the *Nansemond* (Acting Master J. H. Porter), *Little Ada* (Acting Master S. P. Crafts), *Eolus* (Acting Master E. S. Keyser), and *Republic* (Acting Ensign J. W. Bennett) being used as dispatch vessels.

Great enthusiasm was displayed in the fleet when it was ascertained that troops had come to renew the attack on Fort Fisher, for great was the disappointment on account of the late failure.

Some of the vessels that accompanied the last expedition were badly damaged in various ways. The *Sassacus* had both rudders disabled, but her energetic commander, Lieutenant-Commander J. L. Davis, was ready in time. The *Mackinaw*, Commander J. C. Beaumont, had one of her boilers knocked to pieces, but her commander would go on one boiler.

The *Osceola*, Commander J. M. B. Clitz, in the same condition, one boiler smashed up with shot and a hole near the bottom, was ready for

anything, and I heard no complaints from anyone. With such a disposition on the part of the officers, I anticipated the most favorable result.

At daylight on the 13th instant line No. 1 took position within 600 yards of the beach to land the troops, lines No. 2 and 3 anchoring close to and outside of them, and the reserves taking charge of the provision vessels.

At 8:30 a. m. signal was made to the fleet to send boats to transports to land troops. At 2 p. m. we had landed 8,000 men with 12 days' provisions and all their intrenching tools.

In the meantime the *New Ironsides*, Commodore William Radford; *Saugus*, Commander E. R. Colhoun; *Canonicus*, Lieutenant-Commander George E. Belknap; *Mahopac*, Lieutenant-Commander A. W. Weaver; and *Monadnock*, Commander E. G. Parrott, were ordered in to take a nearer position, the outside vessel (the *Ironsides*) being 1,000 yards from Fort Fisher, which was the principal work, and on which the iron vessels were ordered to pour all their fire and endeavor to dismount all the guns. They got into position about 8 a. m. and opened fire deliberately.

The troops having all landed without opposition, at 3 p. m. I signaled line No. 2 to get underway and go in and attack. Line No. 1 was signaled to take position in front of the batteries, and line No. 3 was to remain and cover the landing party and get the field artillery on shore.

The different lines, having formed into line of battle, steamed toward Fort Fisher, the *Colorado* leading (the *Minnesota* having got a hawser around her propeller). The vessels took their positions handsomely (having had some practice at that place) and delivered their fire as they fell in. The rapid fire [of the] monitors and *Ironsides* kept the rebels partly away from their guns, and they inflicted no damage on the fleet, the firing being very unsteady. Indeed, I don't see how they could fire at all after lines Nos. 1 and 2 got fairly anchored in position; the bombardment was very rapid and severe. This was continued without intermission from 4 p. m. until some time after dark, when the wooden vessels were ordered to haul out and anchor. The monitors and *Ironsides* were directed to keep up the fire during the night. The enemy had long ceased to respond to our fire and kept in his bombproofs.

I could see that our fire had damaged some of their guns, and I determined before the army went to the assault there should be no guns (within our reach) to arrest their progress.

Having found that the rebels could still bring some heavy guns to bear, which annoyed us somewhat, I determined to try another plan, and on the morning of the 14th ordered in all the small gunboats carrying XI-inch guns to fire slowly and try and dismount the guns on the face of the works where the assault was to be made. The *Brooklyn* was ordered to throw in a pretty quick fire to keep the rebels from working their guns. The attack was commenced at 1 p. m. and lasted until long after dark. One or two guns only were fired this day from the upper batteries, inflicting no serious damage on any of the vessels, except cutting away the mainmast of the *Huron* and hitting the *Unadilla* once or twice. These guns were always silenced when a rapid fire was opened. The attack of the gunboats lasted until long after dark, and one vessel was employed firing (an hour each) throughout the night. On this evening General Terry came on board to see me and arrange the plan of battle for the next day. The troops had got rested after their long confinement on ship board and sea voyage, and had recovered from the drenching they received when landing through the

surf. Having been long enough on their native element, they were eager for the attack.

It was arranged between the General and myself that the ships should all go in early and fire rapidly through the day until the time for the assault came off. The hour named was 2 p. m. I detailed 1,600 sailors and 400 marines to accompany the troops in the assault—the sailors to board the sea face, while the troops assaulted the land side.

Most all of the sailors were armed with cutlasses and revolvers, while a number had Sharps rifles or short carbines. I herewith enclose the order of attack on the fort, and the manner of approaching it. There was a perfect understanding between the general and myself, and a system of signals established (by the Army code) by which we could converse at our pleasure, though nearly a mile apart and amidst the din of battle.

At 9 a. m. on the 15th the squadron was signaled to attack in three lines, or assume position marked on the plan herewith enclosed.

All the vessels reached position at about 11 a. m., and each opened fire as they got their anchors down.

The same guns in the upper batteries opened again this day with some effect, as you will see by reference to the reports of different commanders, but no vessel was injured sufficiently to interfere in the least with her efficiency. The fire was kept up furiously all day. The Mound Hill battery kept up rather a galling fire with its two heavy guns, but the rebels were driven away from their works into their bomb-proofs, so that no vessel was in the least disabled.

At 2 o'clock I expected the signal for the vessels to "change the direction of their fire," so that the troops might assault. The sailors and marines had worked, by digging ditches or rifle pits, to within 200 yards of the fort, and were all ready. The troops, however, did not get into position until later, and at 3 o'clock the signal came. The vessels changed their fire to the upper batteries, all the steam whistles were blown, and the troops and sailors dashed ahead, nobly vying with each other to reach the top of the parapet. We had evidently (we thought) injured all the large guns so that they could not be fired to annoy anyone. The sailors took to the assault by the flank along the beach, while the troops rushed in at the left through the palisades, that had been knocked away by the fire of our guns.

All the arrangements on the part of the sailors had been well carried out; they had succeeded in getting up to within a short distance of the fort and laid securely in their ditches. We had but very few killed and wounded to this point. The marines were to have held the rifle pits and cover the boarding party, which they failed to do. On rushing through the palisades, which extended from the fort to the sea, the head of the column received a murderous fire of grape and canister, which did not, however, check the officers and sailors who were leading; the parapets now swarmed with rebels, who poured in a destructive fire of musketry. At this moment, had the marines performed their duty, every one of the rebels on the parapets would have been killed.

I witnessed the whole affair; saw how recklessly the rebels exposed themselves, and what an advantage they gave our sharpshooters, whose guns were scarcely fired, or fired with no precision. Notwithstanding the hot fire, officers and sailors in the lead rushed on, and some even reached the parapet—a large number having reached the ditch.

The advance was swept from the parapet like chaff, and, notwithstanding all the efforts made by commanders of companies to stop them, the men in the rear, seeing the slaughter in front and that they were not

covered by the marines, commenced to retreat, and, as there is no stopping a sailor if he fails on such an occasion on the first rush, I saw the whole thing had to be given up. In the meantime the troops were more successful on their side. The rebels, seeing so large a body of men coming at them on the sea side, were under the impression it was the main attack, and concentrated the largest part of their forces at that point, and when they gave three rebel cheers, thinking they had gained the day, they received a volley of musketry in their backs from our gallant soldiers who had been successful in gaining the highest parapet. Then commenced such a system of fighting as has never been beaten. Our soldiers had gained two traverses, while I directed the *Ironsides* to fire on the traverses occupied by the rebels. Four, five, and six traverses were carried by our troops in the space of an hour. These traverses are immense bombproofs, about 60 feet long, 50 feet wide, and 20 feet high—17 of them in all—being on the northeast face. Between each traverse or bombproof are one or two heavy guns. The fighting lasted until 10 o'clock at night, the *Ironsides* and monitors firing through the traverses in advance of our troops, and the level strip of land called Federal Point being enfiladed by the ships to prevent reinforcements reaching the rebels.

General Terry himself went into the fort, and I kept up constant communication with him, until three hearty cheers, which were taken up by the fleet, announced the capture of Fort Fisher. Finding that the general felt anxious about the enemy receiving reinforcements, I directed the sailors and marines to relieve the troops in the outer line of our defenses, and a large number of soldiers were thus enabled to join our forces in the fort.

It will not be amiss for me to remark here that I never saw anything like the fearless gallantry and endurance displayed by our troops; they fought like lions, and knew no such word as fail. They finally fought and chased the rebels from traverse to traverse until they reached Battery Lamb, or the Mound—a face of work extending about 1,400 yards in length. At this point the rebels broke and fled to the end of Federal Point. Our troops followed them up, and they surrendered at discretion.

Thus ended one of the most remarkable battles on record, and one which will do more damage to the rebel cause than any that has taken place this war. Two thousand three hundred rebels manned Fort Fisher; 1,900 were taken prisoners; the rest were killed or wounded. I may have stated some inaccuracies with regard to these military matters, which I will leave to General Terry to supply.

I have since visited Fort Fisher and the adjoining works, and find their strength greatly beyond what I had conceived; an engineer might be excusable in saying they could not be captured except by regular siege. I wonder even now how it was done.

The work, as I said before, is really stronger than the Malakoff Tower, which defied so long the combined power of France and England, and yet it is captured by a handful of men under the fire of the guns of the fleet, and in seven hours after the attack commenced in earnest.

I can not say too much in praise of the conduct of this fleet during the time we have been engaged in these operations. I do not know an officer in command who has not performed his duty to the best of his ability. There may be some who have done better than others, but, after all, that may be a mere matter of opinion, or a matter of prejudice or partiality; all did their best, and we can ask no more. To make invidious distinctions in a report of this kind would be causing matter

for dispute, and I shall content myself with saying that the Government may well be proud of those whom it has intrusted here with the command of the vessels.

I leave each commander to tell what his subordinates have done, and refer the Department to the reports of divisional commanders for an account of what they saw and did. I will, however, make a special report of what I consider due to those who have been engaged in this contest and have persistently fought for the Union.

I refer you to Lieutenant-Commander K. R. Breese, who led the assault. The result was not what I expected when I planned the attack, but it would have succeeded without severe loss had the marines performed their duty. As it is, we have lost heavily, and the country has lost some gallant officers who fell on the enemy's ramparts.

The success is so great that we should not complain. Men, it seems, must die that this Union may live, and the Constitution under which we have gained our prosperity must be maintained. We regret our companions in arms and shed a tear over their remains, but if these rebels should succeed we would have nothing but regret left us and our lives would be spent in terror and sorrow.

As soon as the forts were taken I pushed the light-draft gunboats into the river; that is, as soon as I could find and buoy out a channel and take up the torpedoes, which were very thick. We found the wires leading to many, and underrun them with boats. We found the torpedoes too heavy to lift with our ordinary boats, and they must have contained at least a ton of powder. The rebels seemed disposed to pay us back for the famous torpedo *Louisiana*, which exploded in their harbor and did them no harm.

We had some difficulty in getting the vessels across the bar and into the river, as the channel is very narrow and the bar very shoal. A few of them got stuck, but were got off again with the tide. We all came to the conclusion that we had followed the right plan to capture Fort Fisher, one in which the nautical man of any sense will concur. After I got three of the gunboats inside the bar and under the Mound, the rebels prepared to evacuate Fort Caswell. Two steamers near the fort (which I think were the *Tallahassee* and *Chickamauga*) were set fire to and blown up after the rebels had set fire to the fort. That blew up last night with a heavy explosion, followed by some minor ones. The barracks were apparently in flames all night and some little works between this and Caswell blown up. I have sent vessels to see what has been done, and shall be governed accordingly. I think they are burning up everything in Wilmington, and are getting away as fast as they can. In the meantime a large force of gunboats occupies the river between Caswell and Wilmington. That place is hermetically sealed against blockade runners, and no *Alabamas* or *Floridas*, *Chickamaugas* or *Tallahassees* will ever fit out again from this port, and our merchant vessels will soon, I hope, be enabled to pursue in safety their avocation.

I send you a list of killed and wounded; we have lost more than I at first estimated.

We expended in the bombardment about 50,000 shells and have as much more on hand.*

*An examination of reports and logs shows that in the first attack on Fort Fisher by the Federal fleet there were expended 20,271 projectiles, weighing 1,275,299 pounds. In the second attack there were expended 19,682 projectiles; weight, 1,652,638 pounds. It is estimated that the above statement includes between 90 and 95 per cent of the projectiles actually expended.—COMPILERS.

I feel much indebted to the Bureau of Ordnance for so promptly supplying us with ammunition and guns. I regret that someone stopped our supply of coal (which should have been doubly increased), for it came very near defeating this expedition. Had we not been supplied by the Army, this expedition would have been a failure.

We shall move along carefully, have no vessels blown up with torpedoes if I can help it, and I think we will be in Wilmington before long.

You may rest satisfied, sir, that the gate through which the rebels obtained their supplies is closed forever, and we can sit here quietly and watch the traitors starve.

I enclose you a number of reports (dry, though necessary details) with which I will not overload my report (already too long) on such an interesting occasion.

The number of guns captured in these works amount to 75, many of them superb rifled pieces of very heavy caliber. All those facing the ships were dismounted or injured so they could not be used, or the muzzles were filled up with sand or dirt, which rendered them useless. I only saw two that were not rendered useless.

I believe we have burst all the rifled guns left in the fleet (one on the *Susquehanna*, one on the *Pequot*, and one on the *Osceola*) and I think the reputation of these guns is now about ruined.

I shall take occasion in another dispatch to call your attention to those officers whom I consider worthy of the most praise and the approbation and notice of the Department.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

List of officers killed and wounded during the attack upon Fort Fisher.

KILLED IN THE ASSAULT.

Lieut. S. W. Preston	Flag-lieutenant.	Asst. Surg. Wm. Longshaw	U. S. S. Minnesota.
Lieut. B. H. Porter	Commanding Flagship Malvern.	Act. Ensign Robt. Wiley	U. S. S. Montgomery.

KILLED BY EXPLOSION OF MAGAZINE IN FORT FISHER JANUARY 16.

Act. Asst. Paymaster R. H. Gillette.	U. S. S. Gettysburg.	Act. Ensign A. S. Laighton.	U. S. S. Gettysburg.

WOUNDED IN THE ASSAULT.

Lieut.-Commander W. N. Allen.	U. S. S. Tuscarora.	Act. Ensign F. A. O'Connor	U. S. S. Minnesota.
		Act. Ensign G. W. Coffin	U. S. S. Gettysburg.
Lieut. G. M. Bache	U. S. S. Powhatan.	Act. Ensign B. Wood	U. S. S. Tristram Shandy.
Lieut. R. H. Lamson	Commanding U. S. S. Gettysburg.	Act. Master A. J. Louch	U. S. S. Mackinaw.
Act. Vol. Lieut. F. F. Baury.	U. S. S. Colorado.	Act. M. Mate E. K. Greene	Do.
Ensign R. D. Evans	U. S. S. Powhatan.	Act. M. Mate J. M. Simms	U. S. S. Minnesota.
Ensign Ira Harris	Do.	Act. M. Mate A. F. Aldrich.	U. S. S. Tuscarora.
Act. Ensign L. R. Chester	U. S. S. Pontoosuc.		
Act. Ensign James Birtwistle.	U. S. S. Minnesota.		

Total officers killed and wounded 21

Number of killed, wounded, and missing in the attack upon Fort Fisher.

Flagship Malvern:		
Killed in the assault	3	
Wounded in the assault	1	
		4
U. S. S. Saugus:		
Wounded by bursting of gun		1
U. S. S. Pontoosuc:		
Wounded in the assault		7
U. S. S. Kansas:		
Wounded in the assault		1
U. S. S. Tacony:		
Killed in the assault	2	
Wounded in the assault	9	
Wounded in action	3	
		14
U. S. S. Canonicus:		
Wounded in action		3
U. S. S. Colorado:		
Killed in the assault	2	
Killed in action	1	
Wounded in the assault	12	
Wounded in action	2	
Missing	8	
		25
U. S. S. Nereus:		
Killed in the assault	3	
Wounded in the assault	3	
		6
U. S. S. Pequot:		
Killed in the assault	2	
Killed by bursting of gun	1	
Wounded in the assault	3	
Wounded by bursting of gun	2	
		8
U. S. S. Gettysburg:		
Killed in the assault	2	
Killed by explosion of magazine in Fort Fisher January 16	4	
Wounded in the assault	6	
		12
U. S. S. Ticonderoga:		
Killed in the assault	1	
Wounded in the assault	6	
		7
U. S. S. Iosco:		
Killed in the assault	2	
Wounded in the assault	12	
		14
U. S. S. Shenandoah:		
Wounded in the assault	6	
Missing	5	
		11
U. S. S. Tuscarora:		
Killed in the assault	3	
Wounded in the assault	12	
		15
U. S. S. Rhode Island:		
Wounded in the assault	8	
Missing	2	
		10
U. S. S. Huron:		
Wounded in the assault		5
U. S. S. Montgomery:		
Killed in the assault	2	
Wounded in the assault	4	
		6
U. S. S. Monticello:		
Killed in the assault	4	
Wounded in the assault	4	
		8

U. S. S. Wabash (incomplete):		
Wounded in the assault		12
U. S. S. Tristram Shandy:		
Wounded in the assault	2	
Missing	1	
		3
U. S. S. Susquehanna:		
Killed in the assault	3	
Wounded in the assault	11	
Wounded by bursting of gun	4	
		18
U. S. S. Juniata:		
Killed in the assault	5	
Wounded in the assault	10	
		15
U. S. S. Santiago de Cuba:		
Killed in the assault	1	
Wounded in the assault	7	
Wounded in action	2	
		10
U. S. S. Fort Jackson:		
Killed in the assault	1	
Wounded in the assault	10	
		11
U. S. S. Yantic:		
Killed in the assault	2	
Wounded in the assault	1	
		3
U. S. S. Powhatan:		
Killed in the assault	3	
Wounded in the assault	19	
Missing	8	
		30
U. S. S. Minnesota:		
Killed in the assault	10	
Killed by explosion of magazine in Fort Fisher January 16	3	
Wounded in the assault	23	
		36
U. S. S. Mackinaw:		
Wounded in the assault		2
U. S. S. Mohican:		
Wounded in the assault		12
Total killed, wounded, and missing		309

NOTE.—An examination of reports and logs shows the following casualties in United States naval forces engaged in the second attack on and capture of Fort Fisher: Officers: Killed, 6; wounded, 26. Enlisted men: Killed, 82; wounded, 245; missing, 34. Grand total killed, wounded, and missing, 393. This includes of the marines 2 officers wounded; and of the men 7 killed, 47 wounded, and 5 missing.—COMPILERS.

Special report of Rear-Admiral Porter, U. S. Navy, in commendation of Major-General Terry, U. S. Army.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off Smithville, N. C., January 20, 1865.

SIR: I have been so much pleased with General Terry and the manner in which he has conducted his part of the operations here that I deem it worthy of a special dispatch to express what I feel.

General Terry is no doubt well known to his associates in the field who have served with him, and to the lieutenant-general who selected him for this service, but the American people should know and feel the very great service he has rendered them by his most admirable assault on these tremendous works. Young, brave, and unassuming, he bears his success with the modesty of [a] true soldier, and is willing to give credit to those who shared with him the perils of the assault. No one

could form the slightest conception of these works—their magnitude, strength, and extent—who had not seen them, and General Whiting (the founder) must have had an abiding faith in the durability of the Confederacy when he expended so many years of labor on them.

The result of the fall of Fort Fisher was the fall of all the surrounding works in and near this place. Fort Caswell, a large work at the west inlet, mounting 29 guns; all the works on Smith's Island, the works between Caswell and Smithville, up to battery on Reeves' Point on the west side of the river—in all, 169 guns—falling into our hands. Two steamers were burned or blown up, and there never was so clean a scoop made anywhere.

A timid man would have hesitated to attack these works by assault, no matter what assistance he may have had from other quarters, but General Terry never for an instant hesitated, and though I feel somewhat flattered at the confidence he reposed in my judgment, I am quite ready to believe that he acted on his own ideas of what was proper to be done in the matter and was perfectly qualified to judge without the advice of anyone.

Throughout this affair his conduct has been marked by the greatest desire to be successful, not for the sake of personal considerations, but for the cause in which we are all alike engaged.

I don't know that I ever met an officer who so completely gained my esteem and admiration.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Special report of Rear-Admiral Porter, U. S. Navy, commendatory of the conduct of Second Lieutenant Clemens, United States Signal Corps.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 17, 1865.

SIR: Second Lieutenant W. W. Clemens, U. S. Signal Corps, was detailed, at my request, for a signal officer by the chief of that corps, to serve as signal officer on my staff. Mr. Clemens has taught the army code to at least one of the regular officers on board each ship that had them, which has enabled me often to communicate when naval signals would have been of no avail.

In addition, his services have been to me of the utmost importance; thoroughly collected and competent at all times and under any circumstances; gentlemanly in his deportment, intelligent, always ready and cheerful.

I hope you will at least send a copy of this to the honorable Secretary of War, that it may be placed on file as a slight evidence of my appreciation of him as an officer and gentleman.

Through Mr. Clemens I was in constant communication with General Terry, even during the assault on Fort Fisher, and was enabled to direct the fire of the *New Ironsides* to the traverses occupied by the enemy without fear of hurting our own people, from my complete reliance on him.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding the assault.

FLAGSHIP MALVERN,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have to report that in obedience to your order I represented your flag in commanding the assault on Fort Fisher, and beg leave to state as follows:

Lieutenant S. W. Preston had charge of a force of about 10 men from each ship, with shovels and picks, and threw up within 600 yards of the fort a well-protected breastwork, and from that gradually advanced to within 200 yards a succession of rifle pits which were most promptly occupied by a line of skirmishers, composed of marines under Second Lieutenant L. E. Fagan, U. S. Marine Corps. The manner in which this work was done reflects most creditably upon Lieutenant Preston. As the advance was made he came to me and reported his work finished and asked that he might be employed in any way. Lieutenant Preston's services were most useful to me, and in his last moments he attempted to send me word that he had carried out my orders.

The assaulting party was composed of about 1,600 seamen and 400 marines, divided into four lines, as follows: First line, composed of marines, Captain L. L. Dawson, U. S. Marine Corps, commanding. Second line, composed of the landing party of the first and fourth divisions of the squadron, Lieutenant-Commander C. H. Cushman, commanding. Third line, composed of the landing party of the second division of the squadron, commanded by Lieutenant-Commander James Parker, who most generously waived his seniority upon reading your order that I should represent you on shore. Fourth line, composed of the landing party of the third division of the squadron, commanded by Lieutenant-Commander T. O. Selfridge. The second, third, and fourth lines were of about equal strength.

It was intended that the men should assault in line, the marines acting as sharpshooters, and the different lines were to charge over them, but from the difficulty I had of informing myself of the time when the army was to assault, which was to guide our movements, that moment found us too far off to move to the attack unless under cover. When I discovered that the army was moving to attack the fort, I ordered the men to advance by the flank along the beach, hoping to be able to form them for the assault under cover of the marines, but 400 yards distance, exposed to a most galling fire of musketry, threw a portion of the marines into the first line, and the rest of them did not take position as they should.

The second and third lines came along and the heads of the three lines joined and formed one compact column, which, filing up to the sea face of Fort Fisher, assaulted to within 50 yards of the parapet, which was lined with one dense mass of musketeers, who played sad havoc with our men. Although exposed to a most severe fire from the enemy, the men were rallied three times under the personal encouragement and exposure of their commanding officers, but failed to gain much ground. A few officers and men reached the parapet. I do not know their names, but they will doubtless be found in the reports of the officers accompanying the party.

The marines having failed to occupy their position, gave the enemy an almost unmolested fire upon us. Men armed with Sharps rifles and the few marines in the front, opened fire, but it was too feeble to be of avail. Finding the rear of the men retreating, I hastened toward it to

form them under cover and have them use their rifles, but they were too far distant for me to reach them and I accordingly returned to a position near the works. As I did so, the remaining men, notwithstanding all attempts to stop them, fled, with the exception of about 60, among whom were Lieutenant-Commanders James Parker, C. H. Cushman, T. O. Selfridge, and M. Sicard, and Lieutenants N. H. Farquhar and R. H. Lamson, the latter of whom was wounded, and several volunteer officers whose names I unfortunately do not know.

The fire of the enemy was so severe that the few of our men remaining had to seek such cover as they could, and there remained until dark when a demonstration upon the part of the rebels induced all to make a rush, and most succeeded in escaping.

The country will regret the death of Lieutenant S. W. Preston, acting as my aid in carrying orders, who was killed in the front, and of Lieutenant B. H. Porter, killed in the early assault, at the head of the column, and of several volunteer officers, seamen, and marines, killed during the attack.

Of Assistant Surgeon William Longshaw, special mention should be made on account of his great bravery and attention to the wounded under the hottest fire, until finally he fell a victim in the very act of binding up the wounds of a marine.

I can but attribute the failure of the assault to the absence of the marines from their position, as their fire would have enabled our "boarders" to use their cutlasses and pistols most effectively. By this I would imply that [there was] the lack of proper organization, it being impossible in the short space of time, on account of throwing so many small squads of men from the different vessels together in one mass, lacking proper company formations and wholly unacquainted with each other, to secure such organization. This led to the confusion exhibited, for it was not due to any want of personal valor on the part of the officers or men.

Although the officers and men were exposed to a severe fire from the enemy, to them of a novel character and upon a novel element, which would have tried veterans, yet they advanced nobly, and the survivors must be satisfied that they contributed, in no small degree, to the success of the army. The enemy believing, as I am informed, that the main assault was to come from us, were much surprised upon looking to their rear, to find the army so far advanced in their works.

The medical officers sent on shore with the landing party established their field hospital at a work about a mile from the fort, where Assistant Surgeon B. H. Kidder took charge of the wounded, who were conveyed there and their wants attended to as well as circumstances would permit.

As near as I could estimate, there were about 65 killed and 200 wounded.

Lieutenant-Commander W. B. Cushing, in the extreme front, finding nothing could be done, left with the retreating men and succeeded finally in rallying them, and, at the request of General Terry, occupied the lines near his headquarters, which enabled him to withdraw men to reinforce his force in the fort.

Being a witness to the assault of the army after our repulse, I can not but express my admiration of the extreme gallantry of its attack. Where one act of personal bravery was displayed on the part of the enemy, a dozen or more were conspicuous on our part, and it was a most imposing sight to see how splendidly our brave soldiers did their work.

In conclusion, I would say that I may have omitted the names of officers who have distinguished themselves by their gallantry, yet I could not fail to mention those above named, who came personally under my notice, and I trust that the commanding officers of the assaulting lines will do justice to all.

Of Lieutenant-Commander James Parker, I would say that I was a witness to his efforts to advance his men, to the free exposure of his person, and although ranking me he would let no obstacle of that nature interpose and check his endeavor to do his utmost to capture the fort.

To your Secretary, Mr. C. P. Porter, acting as my aid, I am very much indebted. Though frequently sent to the rear with orders, he was mostly promptly back, and at the assault he was found at the front.

Although the assaulting party failed, I think it but due to those who advanced, and to the memories of the slain, to claim for them through their strong demonstration, a corresponding resistance from the enemy, and a weakening of the rebel defense toward our army.

I have been informed by officers who conversed with prisoners, that the enemy believed ours to be the main assault, and concentrated against us their main force.

In saying this, I would not wish to be understood in the least to detract from the splendid gallantry exhibited by our army, which was worthy of the highest commendation that can be bestowed.

Very respectfully, your obedient servant,

K. R. BREESE,
Fleet Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Breese, regarding the deaths of Lieutenants Preston and Porter, U. S. Navy.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 1, 1865.

SIR: I enclose a communication from my fleet captain, Lieutenant-Commander K. R. Breese, in relation to the lamented Lieutenants Preston and Porter, who fell together before the walls of Fort Fisher and while trying to plant the Union colors on the enemy's ramparts.

No eulogy passed on these two gallant men could do them full justice. To me they had both endeared themselves by their noble qualities, and in their deaths I feel as if I had lost two members of my own family. Their names and gallant deeds will long be remembered by their associates in arms, and the memory of their heroic gallantry will inspire future heroes to emulate their conduct. The officers of the squadron propose to erect a monument at Annapolis to the memory of the gallant dead, but their memories will live in history long after the stone that records their deeds has crumbled into dust.

I must not omit to pay a just tribute to the memory of the noble Assistant Surgeon William Longshaw, who was shot dead near the enemy's works while engaged in an act of mercy, binding up the wounds of a sailor, and of the gallant Acting Assistant Surgeon John Blackmer, who fell and died in the same way. Nor must I omit the

name of Acting Ensign Robert Wiley, who died fighting manfully and endeavoring to reach the enemy's parapets.

They all died like heroes, and the nation is as much bound to mourn their loss as those who have held higher positions.

They are all regretted deeply here, and their names will all be forever associated with one of the most gallant attacks ever made on a powerful fortress.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 18, 1865.

ADMIRAL: In my last report of the assault on Fort Fisher I have scarcely mentioned the names and services of Lieutenant S. W. Preston, your flag-lieutenant, and Lieutenant B. H. Porter, your flag-captain, thinking that by a little delay I might the more do justice, yet I seem to feel that impossible in me.

Preston, after accomplishing most splendidly the work assigned him by you, which was both dangerous and laborious, under constant fire, came to me as my aid for orders, showing no flagging of spirit or body, and returning from the rear, whither he had been sent, fell among the foremost at the front, as he had lived, the thorough embodiment of a a United States naval officer.

Porter, conspicuous by his figure and uniform as well as by his great gallantry, claimed the right to lead the headmost column with the *Malvern's* men he had taken with him, carrying your flag, and fell at its very head.

Two more noble spirits the world never saw, nor had the Navy ever two more intrepid men. Young, talented, and handsome, the bravest of the brave, pure in their lives, surely their names deserve something more than a passing mention and are worthy to be handed down to posterity with the greatest and best of naval heroes.

Were you not so well acquainted with their characters, I should deem it my duty to speak of their high merits, but as chief of your staff, to which they belonged, I must speak of their wonderful singleness of purpose to do their whole duty, always most cheerful and willing, desirous of undertaking anything which might redound to the credit of the service, giving me at all times the most ready assistance in my duties, combining with their intelligence a ready perception as to the best mode of accomplishing their orders, the country has lost two such servants as could illy be spared, and your staff its brightest ornaments.

Very respectfully, your obedient servant,

K. R. BREESE,
Fleet-Captain, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Unofficial letter from Lieutenant Lamson, U. S. Navy, to Commander Rhind, U. S. Navy, regarding the death of Lieutenant Preston.

U. S. S. GETTYSBURG,
Off Fort Fisher, January 16, 1865.

DEAR CAPTAIN RHIND: You will no doubt learn the good news of our victory and the sad, sad tidings of Preston's death before this reaches you; but as he was shot by my side I thought you would like to know some of the particulars of the fall of one whom we all loved and admired so much, and whom I knew was sincerely attached to you.

The storming party from the fleet was landed about 2 miles from the fort before noon, and Mr. Preston had charge of an advanced force with shovels to throw up some rifle pits so that we could approach as near as possible without being exposed to the enemy's fire. About 3 p. m. the signal was made for the assault, and Mr. Preston was near the head of the column. We advanced along the beach near the water till we had reached the palisades, where we turned straight for the sea face of the fort, the army assaulting on the left flank and rear of the fort about the same time.

The fleet now ceased firing, and in an instant the entire front of the fort was lined with riflemen, who, secure behind the breastworks, poured a terrible fire into us, and we received grape and canister at the same time from the Mound and the other batteries.

The men still pressed forward, and when near the palisades Mr. Preston was struck in the left thigh or groin, the femoral artery being severed. He fell forward, and one of the men stooped to assist him and was shot, falling on Mr. Preston. Some one pulled him off, and Mr. Preston turned over on his back and soon expired. I had got forward some twenty paces more, when I was knocked down by a shot through the left arm and shoulder. I arose again and got up nearer the parapet, when I fell from loss of blood and exhaustion.

The officers were all doing their utmost to get the men forward, but the hopelessness of attempting to get over the palisades, ditch, and the steep parapet was apparent, and the men fell so fast that every formation was instantly broken; still I think we would have made a more desperate effort if so many of the leading officers had not been killed or wounded. Our men fell back, taking many wounded with them, but leaving the ground covered with the dead, dying, and wounded. As soon as I could get a bandage round my arm to stop the flow of blood I started to crawl to Preston to see if I could do anything for him, but a wounded man near him called to me that he was dead. Poor fellow, it made my heart sick to see him stretched out on the sand, and I mourned him, not only as a dear friend lost, but as a loss to the service of the most superior young officer I have ever seen in it.

In the meantime the army carried almost without resistance five traverses on the left, for Colonel Lamb says he thought ours the main attack and had most all the garrison to meet us.

The fleet opened fire again over us, who were lying under the parapet, and the army took one traverse after another till the rebels surrendered. The army officers say freely that they never could have got into the fort had it not been for our assault on the sea face drawing the garrison to that side. Looking down from the parapet now I do not wonder we did not get up, especially as we had no sharpshooters to cover us to keep the rebels from using their muskets so freely. Captain Breese commanded the assault, and did everything a brave and good officer could have done under the circumstances. Lieutenant-Commander

Cushman was wounded slightly in the leg. Lieutenant Porter, of the *Malvern*, killed near Preston, shot through the left breast, and many other officers wounded. I do not know our loss, but it can not be much less than 200 or 250.

My wound is only through the flesh of the arm and shoulder and is doing well.

The fort is stronger even than we thought, and nothing but the severe bombardment and the desperate assaults could have taken it.

I am sure no one will be more rejoiced than yourself at the victory after the desperate risk you ran to destroy it, and you are often spoken of in connection with the fall of Fort Fisher, and many wishes are expressed that you could have been here at the time. Mr. Preston left a note saying he wished his remains to be interred at Annapolis, there to rest, and they have been sent there in charge of an officer.

I have lost 2 officers and 4 men killed and have 6 wounded.

With high respect, I remain, very truly, yours,

R. H. LAMSON.

Commander A. C. RHIND, U. S. Navy.

Report of Lieutenant-Commander Breese, U. S. Navy, calling attention to special acts of gallantry.

FLAGSHIP MALVERN,
Cape Fear River, January 28, 1865.

ADMIRAL: In my report of the assault of Fort Fisher I did not mention the fact of Lieutenant-Commander Cushman being wounded, as he made so light of the affair, and did not wish to be included amongst those mentioned as such. Since I have learned that Lieutenant-Commander Cushman's wound was more severe than I had even thought, and I think it but right that I should mention that, though in this condition and very much fatigued from his efforts of the day, being relieved by darkness from the fire of the fort, he collected together the men of his column and posted them in the lines occupied by us that night, requiring a great exertion and constant movement until 2 a. m. the following morning.

I also would wish to bring to your notice the conduct of a young lad of the *Wabash*, named Myers, who three several times left a good protection from the fire of the enemy and went to the assistance of wounded men and under fire carried them to the friendly shelter of his hole in the sand, and this within a hundred yards of Fort Fisher.

I had hoped to obtain the name of a very brave and gallant officer of the *Vanderbilt* who led their assaulting party, but have been unable to do so. This officer was conspicuous for his gallantry, and most richly deserves special mention.

I would also wish to say that Acting Lieutenant-Commander Danels, of the *Vanderbilt*, suffering from ill health and unable to keep up with the assaulting party, rendered much valuable assistance in rallying the men and in caring for the wounded.

I regret that my personal acquaintance with the many brave officers and men around me on that day was so slight that I could not even recognize to what ships they belonged, except in the instances named, and that necessarily I have failed to mention particularly some who I saw behaved splendidly, and have trusted to the commanding officers of columns to name others.

I wish also to bear witness to the handsome manner in which Lieutenant Fagan, of the Marine Corps, did his duty with his sharpshooters, and to the gallantry he exhibited in advancing his men so close to the enemy's works.

An additional regret I feel in the loss of Flag-Lieutenant Preston, who could so much better have done justice, that it devolves upon me to mention how well the officers and men behaved engaged in digging rifle pits, and of the bravery evinced by many of them in advancing under a perfectly exposed fire to within 300 yards of the fort and digging their pits under fire. A number were killed and wounded in the undertaking.

Although these men had been hard at work all day and were told by Lieutenant Preston that they were not expected to join in the assault, I know of scarcely any who had arms that did not join it.

Very respectfully, your obedient servant,

K. R. BREESE,
Fleet Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, in commendation of officers of his command.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 28, 1865.

SIR: After such an engagement and success as this fleet has met with, I think it due to the officers engaged to mention those particularly who, in my opinion, deserve the commendation of the Department or merit promotion.

I did not think it well to mention these matters in my late official dispatch, as such reports seldom or never give satisfaction to officers or their friends, and give rise more often to heartburnings and jealousies which it is desirable to avoid on an occasion like this. It is no easy matter for a commander in chief to do full justice to all concerned, but I will endeavor to do so to the best of my ability, without partiality to any one beyond what I must naturally feel toward those who have given me their warmest support on this occasion.

I trust I need not remind the Department that our success here has in material and forts been greater than on any other occasion during this war.

I trust that some promotions will grow out of this, if only to show the officers that there is reward in store for those who do the fighting.

First and foremost on the list of commodores is Commodore H. K. Thatcher, full of honest zeal and patriotism; his vessel was always ready for action, and when he did go into it, his ship was handled with admirable skill. No vessel in the squadron was so much cut up as the *Colorado*, for some reason the rebels selecting her for a target. I believe Commodore Thatcher would have fought his ship until she went to the bottom, and went into the fight with a full determination to conquer or die. There is no reward too great for this gallant officer; he has shown the kind of ability naval leaders should possess—a love of fighting and an invincible courage.

Commodore Joseph Lanman, commanding the *Minnesota*, was selected to lead the line, his vessel being the slowest and least manageable; consequently he led into action, except on an occasion when the *Colorado* took his place.

I was much pleased with the manner in which he handled his ship and fired throughout the action, the whole affair on his part being conducted with admirable judgment and coolness. I recommend him to the consideration of the Department as one on whom they can place the utmost reliance, place him in any position.

Commodore S. W. Godon, commanding the *Susquehanna*, is an unusually intelligent officer, and who does not need to be told a second time where to go in time of action. This is the second important affair in which he has been engaged during this war, in both of which he has acquitted himself in the most handsome manner. His ship was beautifully handled, and impressed me with her good discipline and accurate firing. To me personally he has given his warmest support, and I should fail in my duty if I did not give him the full credit he deserved. His conduct throughout this harassing affair has met my warmest approbation, and I think he is one of those who merit promotion when the Government thinks proper to reward those who have borne the brunt of battle.

Commodore James F. Schenck and his vessel, the *Powhatan*, have come up to my expectations in every respect. This officer in battle has shown himself worthy to command so fine a ship. He performed his duty most faithfully, and I am proud not only to have had him under my command, but to see him reinstated in the position to which he has done so much credit. He deserves all I can say of him, and is worthy of promotion.

Commodore William Radford, in command of that noble ship, the *Ironsides*, and also in command of the division of monitors, gained my warmest admiration by his conduct throughout this affair. He has shown abilities of a very high character, not only in fighting and maneuvering his vessel, but in taking care of his division. Ready at all times for battle and eager to go into the fight alone, he performed admirably when his guns were brought to bear on the enemy. His vessel did more execution than any vessel in the fleet, and even when our troops were on the parapet I had so much confidence in the accuracy of his fire that he was directed to fire on the traverses in advance of our troops and clear them out. This he did most effectually, and but for this victory might not have been ours. Having broken his rudder in a heavy gale, he rigged up a temporary one under adverse circumstances, and had his ship ready as soon as the rest. He seemed never to tire of fighting, and for three days laid within 1,000 yards of Fort Fisher without moving his anchor, and made the rebels feel that we came there to stay. Under all and every circumstance Commodore Radford has acquired an enviable reputation, and is deserving of the greatest promotion that can be given him.

Captain James Alden, commanding the *Brooklyn*, has been near me, and at times associated with me, during this war. He had already done enough to deserve promotion before the commencement of operations before Fort Fisher, but if the matter was at any time doubtful, he certainly has earned promotion now. Always leading heretofore, or assisting with all his energies, he has been engaged in all the successful attacks on forts. His aid to me on this late occasion has been very valuable. Always intelligent and energetic, he never had to be told to get ready; he always kept ready; he anticipated, which is a quality very desirable in an officer, and without which he can not be expected to be very useful. His vessel was always in the right place and at the right time, and when his batteries opened, no frigate could do more execution. I have spoken before of the high qualities of this officer.

I consider him able and worthy to fill the highest rank, and I know that the Government has no one in its Navy more full of energy, zeal, or intelligence in his profession. I shall feel much disappointed if Captain Alden is not promoted to a rank he has won more than once during this rebellion. I am sure the Department will appreciate all I have said of this gallant officer; his record speaks for him.

Captain Melancton Smith, in the *Wabash*, has performed his duty well. He has also made a good record at the Department, and has been actively engaged in fighting since the rebellion first broke out. His old ship has done good sevice here, and if he had done nothing more than assist, as he has done in the capture of this place, he deserves promotion, which I hereby recommend.

I also recommend Captain Charles Steedman, commanding *Ticonderoga*, and Captain D. B. Ridgley, commanding *Shenandoah;* though commanding smaller vessels than the others, and less effective in their fire, did the best they could. This is the second important affair Captain Steedman has been in, and Captain Ridgley has been very energetic during the war against blockade runners. I recommend them both for promotion.

Lieutenant-Commander K. R. Breese, my fleet captain, has been with me nearly all the time since the rebellion broke out. In command of a division of a mortar fleet which opened the way to New Orleans, he made his first record there. In the Mississippi with me for two years, engaged in harassing and dangerous duty, he always acquitted himself to my satisfaction. In charge of the mortars at the siege of Vicksburg, he helped to hasten the surrender of that stronghold. At Fort Fisher he led the boarders in the assault, and though we were not successful in getting into the works in the face of equal numbers, yet that assault gained the day, as is generally admitted on every side; our troops obtained a footing without much resistance, and then nobly maintained what they had won. Lieutenant-Commander Breese did all that he could to rally his men, and made two or three unsuccessful attempts to regain the parapet, but the marines having failed in their duty to support the gallant officers and sailors who took the lead, he had to retire to a place of safety. He did not, however, leave the ground, but remained under the parapet in a rifle pit using a musket until night favored his escape. He is a clever, gallant officer, and I strongly recommend his immediate promotion to a commander.

I also recommend the promotion of Lieutenant-Commander H. A. Adams, jr., without whose services we should have been brought to a standstill more than once; he volunteered for anything and everything.

The following officers who volunteered to lead their men in the assault on Fort Fisher deserve particular notice. These officers volunteered for the service, and undertook what was considered by the Regular Army the forlorn hope of the assault. Nowhere in the annals of war have officers and sailors undertaken so desperate a service, and one which was deemed impossible by a former general, and an engineer having a high reputation in the service. Twenty-one officers were killed and wounded in this service, and 20 officers and 60 men were kept for four hours under fire from the enemies' sharpshooters, not being able to escape until night set in. The courage of these officers deserves the highest reward. Their efforts, though unsuccessful, gained the day, as the enemy considered this the main attack and brought superior numbers from a superior position to bear on it. The names of some of these officers will be found on record on the files of the Department, amongst which those of Lieutenant-Commander T. O. Selfridge and Lieutenant

George M. Bache will be found most conspicuous. I recommend that Lieutenant-Commander James Parker, Lieutenant-Commander T. O. Selfridge, Lieutenant-Commander C. H. Cushman, Lieutenant R. H. Lamson, and Lieutenant George M. Bache be promoted. The three latter were severely wounded.

Though the marines did not do their duty, Captain L. L. Dawson, Captain George Butler, and Second Lieutenants William Wallace, Charles F. Williams, and Louis E. Fagan were found in the front and fought gallantly. I recommend them to the favorable notice of the Department.

To Captain O. S. Glisson, commanding *Santiago de Cuba*, I am particularly indebted for his zeal in covering the troops, landing guns, and taking his division into action, and to Captain B. F. Sands, commanding the *Fort Jackson*, for performing the different duties he was called on to perform. I recommend them both for promotion.

I refer you to Captain Glisson's report in relation to the commanding officers in his division. I also recommend to the Department Lieutenant Commander T. S. Phelps, in command of the *Juniata*.

Lieutenant-Commander J. H. Upshur, in the *A. D. Vance*, had charge of the reserves, and was employed night and day in landing army stores and guns, and covering the troops from the rebels outside of our lines. His guns did good execution, and though his duties prevented him from participating in the attack on the forts, I can not withhold his name, and recommend him for advancement. I recommend that Commander E. G. Parrott, commanding the *Monadnock;* Commander E. R. Colhoun, commanding the *Saugus;* Lieutenant-Commander A. W. Weaver, commanding the *Mahopac*, and Lieutenant-Commander George E. Belknap, be promoted. These officers have given a world-renowned name to the monitors, and have shown what they were capable of performing when properly placed and managed. They had the hardest part of the work, and there is no end to their energy, bravery, and untiring zeal.

I can draw no distinction between the following officers, whom I recommend for promotion. They were under fire most all the time, and at close quarters, and coolly performed what was required of them:

Lieutenant-Commander W. T. Truxtun, commanding the *Tacony;* Lieutenant-Commander P. G. Watmough, commanding the *Kansas;* Lieutenant-Commander F. M. Ramsay, commanding the *Unadilla;* Lieutenant-Commander D. L. Braine, commanding the *Pequot;* Lieutenant-Commander Ralph Chandler, commanding the *Maumee;* Lieutenant-Commander M. Sicard, commanding the *Seneca;* Commander J. H. Spotts, commanding the *Pawtuxet;* Lieutenant-Commander W. G. Temple, commanding the *Pontoosuc;* Lieutenant-Commander T. C. Harris, commanding the *Yantic;* Commander J. C. Howell, commanding the *Nereus;* Commander D. Ammen, commanding the *Mohican;* Commander J. C. Beaumont, commanding the *Mackinaw;* Commander J. M. B. Clitz, commanding the *Osceola;* Lieutenant-Commander J. L. Davis, commanding the *Sassacus;* Lieutenant-Commander E. E. Potter, commanding the *Chippewa;* Lieutenant W. B. Cushing, commanding the *Monticello;* Commander S. D. Trenchard, commanding the *Rhode Island;* Acting Volunteer Lieutenant A. R. Langthorne, commanding the *Alabama;* Acting Volunteer Lieutenant T. C. Dunn, commanding the *Montgomery.*

I also recommend for promotion Acting Master S. P. Crafts, commanding the *Little Ada;* Acting Master J. H. Porter, commanding the *Nansemond;* Acting Master E. S. Keyser, commanding the *Eolus*, for gallant conduct throughout the action. Also Acting Volunteer Lieutenant John MacDiarmid, commanding *Governor Buckingham.*

I must refer you to the reports of different commanders for recommendations of those under their command, as it would be impossible for me to know anything in relation to them. When it is remembered that the surrender of the defenses of Cape Fear River is one of the most, if not the most, important events of the war, in which the largest stronghold of the enemy was captured under adverse circumstances, the justice of promotion will be seen. Its importance will be soon felt in the fall of Richmond, to which it is as necessary now as the main artery is to the human system.

I trust the Department will be liberal in its promotions. This is almost a naval affair entirely, for the idea originated in the Navy Department, and until the reputation of the Army became in danger of being reflected upon, we met from that branch of the service little or no encouragement. Few promotions have taken place during this war, and it would be gratifying to the friends of all concerned to see the advancement of those who have worked so patiently for three years and have made so handsome a denouement.

I have heard a matter freely discussed amongst the officers, to which I beg leave to draw the attention of the Department. A distribution of medals to officers would be a most popular thing; this is so common a thing amongst modern nations, and so universally accepted as a reward for eminent services among officers and men, that I recommend its adoption in our naval service.

Anyone who has seen the pride with which sailors wear the medals bestowed upon them for gallant conduct can readily imagine how grateful it would be to officers. Trifling as such a mere bauble may be in intrinsic value, yet the history of war tells how valuable they are as inducements to perform gallant deeds. I trust the Department won't think me presuming in recommending what, no doubt, they already intend to adopt.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Tarr U. S. Navy, for the transportation of dispatches to Hampton Roads.

U. S. S. MALVERN,
Off Fort Fisher, January 17, 1865.

SIR: You will proceed to Hampton Roads with the U. S. S. *Queen*, carrying a bearer of dispatches from me. Report the arrival of your vessel to the Bureau of Ordnance.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant TARR,
Commanding U. S. S. Queen, off Fort Fisher, N. C.

[Telegram.]

FORTRESS MONROE, *January 17, 1865.*
(Received 9:40 a. m.)

The *Atlantic* is just in from Wilmington. Fort Fisher and works on Federal Point are in our possession. The assault was made by the army

and sailors on Sunday afternoon, and by 11 p. m. the works were ours. Losses heavy. Lieutenants S. W. Preston and B. H. Porter, of the Navy, are killed. Our captures are 72 guns and about 2,500 prisoners. General Whiting and [Colonel] Lamb (rebels) are prisoners and wounded. The *Vanderbilt* is on her way with dispatches. Two XV-inch guns were burst on the monitors.

E. T. NICHOLS,
Commander.

Hon. GIDEON WELLES.

[Telegram.]

FORT MONROE, VA., *January 17, 1865—6:30 p. m.*

After three days and nights' bombardment, Fort Fisher is ours, with all contiguous works commanding New Inlet. Assault was made by army and naval brigade 3 o'clock Sunday afternoon. One corner of fort was secured in half hour, but hand-to-hand fight with garrison lasted until 9 o'clock at night—stubborn and bloody resistance. Fort and approaches strewn with dead. Garrison had been heavily reinforced, and number of prisoners taken over 2,000; guns captured, 72. All the forts, including Mound and Zeek's Island battery, surrendered. Rebel loss in assault, 500 dead, besides the wounded. Our loss, Army and Navy, about 900. Fleet Lieutenant Preston and Lieutenant [B. H.] Porter, commandant of flagship, both killed in assault. General Whiting and [Colonel] Lamb both prisoners and wounded. Rebel pirates *Tallahassee* and *Chickamauga* both in fight and driven up river. Our gunboats went up river on Monday morning. Our prisoners will be immediately sent north. We had seven days of delightfully calm weather. Magazine in fort exploded by accident Monday morning, killing 200 of our men.

Santiago brings bodies Preston and Porter and naval wounded; goes to Norfolk for repairs.

Please send dispatches to American to-night.

CHAS. C. FULTON.

Hon. G. V. FOX,
Assistant Secretary of the Navy.

Report of Rear-Admiral Porter, U. S. Navy, regarding the flag from Fort Fisher.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 26, 1865.

SIR: I send by Adams Express from Fortress Monroe the rebel flag taken from the parapet of Fort Fisher after the surrender of that work.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *January 17, 1865.*

SIR: The Department has just received your brief but highly gratifying dispatch announcing the fall, on the 15th instant, of Fort Fisher,

under the combined assault of the Navy and Army, and hastens to congratulate you and General Terry and the brave officers, sailors, and soldiers of your respective commands on your glorious success.

Accept my thanks for your good work.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Wilmington.

Letter of congratulation from the Secretary of War to Major-General Terry, U. S. Army, and Rear-Admiral Porter, U. S. Navy.

STEAMER S. R. SPAULDING,
Off Fort Fisher, January 16, 1865.

The Secretary of War has the honor to acknowledge the receipt of the rebel flag of Fort Fisher, and in the name of the President congratulates you and the gallant officers and soldiers, sailors, and marines of your commands, and tenders you thanks for the valor and skill displayed in your respective parts of the great achievement in the operations against Fort Fisher and in its assault and capture. The combined operations of the squadron and land forces of your commands deserve and will receive the thanks of the nation, and will be held in admiration throughout the world as a proof of the naval and military prowess of the United States.

EDWIN M. STANTON,
Secretary of War.

Major-General TERRY and
Rear-Admiral PORTER,
Commanding, etc.

Letter of Rear-Admiral Porter, U. S. Navy, acknowledging resolution of thanks from the Congress of the United States.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 19, 1865.

SIR: I have the honor to acknowledge the receipt of a communication from his Excellency the President of the United States enclosing a resolution of thanks to myself, officers, and crews of the vessels engaged in the capture of Fort Fisher.

I beg leave to convey to his Excellency the President the high appreciation in which his commendations are held by myself and those under my command, and have the honor to remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

General order from Rear-Admiral Porter, U. S. Navy, announcing resolution of thanks from the Congress of the United States.

GENERAL ORDERS, No. 97.

NORTH ATLANTIC SQUADRON,
U. S. FLAGSHIP MALVERN,
Cape Fear River, N. C., February 20, 1865.

The following letter has been received from his Excellency the President of the United States, enclosing a resolution passed by the Senate

and House of Representatives, expressing the appreciation felt by them of the services rendered by this squadron in the capture of Fort Fisher:

EXECUTIVE MANSION, *February 10, 1865.*

SIR: It is made my agreeable duty to enclose herewith the joint resolution approved 24th January, 1865, tendering the thanks of Congress to yourself, the officers and men under your command, for their gallantry and good conduct in the capture of Fort Fisher, and through you to all who participated in that brilliant and decisive victory under your command.

Very respectfully, ABRAHAM LINCOLN.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Hampton Roads, Virginia.

[Enclosure.]

A resolution tendering the thanks of Congress to Rear-Admiral David D. Porter, and to the officers, petty officers, seamen, and marines under his command, for their gallantry and good conduct in the recent capture of Fort Fisher.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the thanks of Congress are hereby presented to Rear-Admiral David D. Porter and to the officers, petty officers, seamen, and marines under his command for the unsurpassed gallantry and skill exhibited by them in the attacks upon Fort Fisher, and the brilliant and decisive victory by which that important work has been captured from the rebel forces and placed in possession and under the authority of the United States, and for their long and faithful services and unwavering devotion to the cause of the country, in the midst of the greatest difficulties and dangers.

SEC. 2. *And be it further resolved,* That the President of the United States be requested to communicate this resolution to Admiral Porter, and through him to the officers, seamen, and marines under his command.

[Approved January 24, 1865.]

This order will be read upon the quarter-deck of every vessel in this squadron.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

General order of Rear-Admiral Porter, U. S. Navy, announcing resolutions of thanks from the legislatures and governors of the States of New York and Rhode Island.

GENERAL ORDERS, No. 98.

NORTH ATLANTIC SQUADRON,
U. S. FLAGSHIP MALVERN,
Cape Fear River, February 27, 1865.

The following letters and resolutions have been received, showing the appreciation of the services rendered by this squadron for the capture of Fort Fisher.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

STATE OF NEW YORK, EXECUTIVE DEPARTMENT,
Albany, February 11, 1865.

SIR: In compliance with the request of the legislature of the State I have the honor to transmit to you a copy of a resolution of thanks passed by that body on the 9th instant, for the skill and gallantry displayed by yourself and associates in the bombardment and capture of Fort Fisher. At the same time I must, in my own behalf, add my cordial endorsement of the resolution, as well as my testimony in honor of your conduct and the invaluable service then rendered to your country by that splendid achievement.

Respectfully, yours, R. E. FENTON.

Rear-Admiral DAVID D. PORTER, U. S. Navy.

[Enclosure.]

Concurrent resolution of thanks to Rear-Admiral David D. Porter, Major-General Alfred H. Terry, and others.

Resolved, That the thanks of the legislature, representing the people of the State of New York, are hereby tendered to Rear-Admiral David D. Porter and to Major-General Alfred H. Terry, and the officers and men of their respective commands, for the skill and gallantry displayed in the bombardment and capture of Fort Fisher, an achievement which adds to the renown already won by both branches of the service and administers a heavy blow to the already staggering rebellion.

Resolved, That his excellency, the governor, is hereby respectfully requested to transmit a copy of the above resolution to each of the above officers named therein.

IN ASSEMBLY, *February 9, 1865.*

Resolved, That the assembly concur in the passage of the foregoing.

By order:

J. B. CUSHMAN,
Clerk.

STATE OF NEW YORK,
In Senate, January 25, 1865.

The following resolution was duly passed..

By order of the Senate:

JAS. TERWILLIGER,
Clerk.

STATE OF RHODE ISLAND, EXECUTIVE DEPARTMENT,
Providence, February 10, 1865.

SIR: In accordance with a resolution of the State of Rhode Island, I have the honor to transmit to you a copy of a vote of thanks passed by that body.

Permit me, sir, to avail myself of this opportunity to unite with our legislature in tendering to you my own thanks for the brilliant victory achieved by the naval force under your command in the reduction of Fort Fisher.

With high respect, I have the honor to remain, your most obedient servant,

JAMES Y. SMITH,
Governor of Rhode Island.

Rear-Admiral DAVID D. PORTER, U. S. Navy.

[Enclosure.]

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS,
January Session, A. D. 1865.

Resolution of thanks to Rear-Admiral David D. Porter, U. S. Navy.

Resolved, That the thanks of the general assembly of the State of Rhode Island are hereby tendered to Rear-Admiral David D. Porter, of the United States Navy, and to the officers and men under his command, for their persistent and effectual bombardment of the formidable defenses of Fort Fisher, commanding the entrance to Wilmington, in North Carolina, thus closing the last port of entry to foreign ships in aid of the waning rebellion.

Resolved, That his excellency the governor is hereby respectfully requested to transmit a copy of the foregoing resolution to Rear-Admiral Porter.

In testimony whereof I have hereto set my hand and affixed the seal of the State, at Providence, this 10th day of February, A. D. 1865.

[SEAL.]

JOHN R. BARTLETT,
Secretary of State.

Letter from Rear-Admiral Porter, U. S. Navy, to the governor of New York, acknowledging resolution of thanks.

FLAGSHIP MALVERN,
Cape Fear River, February 19, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of February 11, transmitting to me the resolutions of the legislature of the State of New York, expressing their satisfaction at the capture of Fort Fisher, etc.

I beg leave to tender for myself and in behalf of the officers and men under my command thanks for your and their kind appreciation of our efforts to put down this rebellion.

I have the honor to be, very respectfully,

DAVID D. PORTER,
Rear-Admiral.

His Excellency R. E. FENTON,
Governor State of New York.

Letter from Rear-Admiral Porter, U. S. Navy, to the governor of Rhode Island, acknowledging resolution of thanks.

CAPE FEAR RIVER, *February 20, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of the 10th instant, enclosing a resolution of thanks from the legislature of Rhode Island for the services rendered in the capture of Fort Fisher.

Permit me to convey through you my thanks and those of the officers and men under my command for this distinguished mark of approbation, and to assure you that it affords us all great pleasure to be of service to our country.

I am, sir, with respect, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

His Excellency JAMES Y. SMITH,
Governor State of Rhode Island, Providence, R. I.

Report of Commodore Radford, U. S. Navy, commanding ironclad division.

U. S. S. NEW IRONSIDES,
At Anchor off Fort Fisher, January 16, 1865.

SIR: I have the honor to report that in obedience to your orders the ironclad division steamed in and took their position under the guns of the battery of Fort Fisher, this ship leading. Anchored at 8:29 a. m. on the 13th instant. The *Monadnock*, Commander E. G. Parrott; *Canonicus*, Lieutenant-Commander G. E. Belknap; *Saugus*, Commander E. R. Colhoun; and *Mahopac*, Lieutenant-Commander A. W. Weaver. The battery opened on this ship as we came in. I did not reply until I obtained my desired position, opening then deliberately to get a correct range. As the wooden vessels were engaged landing troops, etc., the ironclad division received the fire nearly all day alone from Fort Fisher without receiving any very material damage, and remained in position during the night. By orders from Admiral Porter, the ironclad division commenced the action at 10:47 a. m. on the 14th instant, and continued firing until after dark. Some of the wooden gunboats came up and commenced firing at 2:30 p. m., hauling off at dark, the ironclad division maintaining their position. On the morning of the 15th we commenced the action at 7:16 a. m. and continued to fire during the day, concentrating it upon the guns of the battery which were doing the most effective work, which we invariably soon silenced or disabled.

As the troops were advancing I observed two fieldpieces in the rear of the fort, firing on them, which we soon silenced with some well-directed shells from this ship.

When the enemy came out of their bombproofs to defend the fort against the storming party, I used my battery with great success against them, every shell bursting apparently in the right place. At 5:20 p. m. we ceased firing by orders from the flagship, nearly every gun on the fort facing us having been disabled in the first two days' action.

I can not close my report without speaking in the highest terms of the battery of this ship, and the manner in which it was served for three consecutive days by officers and men; fighting all day and taking in ammunition during the night, I know of nothing surpassing it on record. I would now speak of the monitors and the handsome manner in which they were handled and fought during the same time, and the different attacks on Fort Fisher have not only proved that they could ride out heavy gales at sea, but fight their guns in moderately smooth weather, which has been doubted by many intelligent officers.

I have the honor to be, very respectfully, your most obedient servant,

WM. RADFORD,
Commodore, Commanding Ironclad Division.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, Flagship Malvern, off Fort Fisher.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. Monadnock.

U. S. IRONCLAD MONADNOCK,
Off Morris Island, South Carolina.

ADMIRAL: I have the honor to submit the following report of the participation of the *Monadnock* in the attack on Fort Fisher on the 13th, 14th, and 15th of January:

On the 13th, at 8:30 a. m., we took up our position and anchored well inshore of the *Ironsides* and clear of her line of fire. Here we remained, firing by day and a portion of the night, and taking in ammunition at night, until the capture of the fort and its dependencies. This permanency of position enabled us to obtain and keep a very perfect range. While the ironclads were alone opposed to the fort, the rebels attempted to contend with them, and opened a fire rather severe and obstinate, but less accurate than ours; but their guns, as they successively showed activity, were invariably reduced to silence. We aimed almost wholly at their guns, watching the effect of each shot, and waiting for the smoke to clear away before firing another. As their disabled guns generally remained in place, it was an inconvenience during the latter part of the fight, as the rebels did not fire often enough to show us which were the remaining efficient ones. We saw one of them tumbled over by our fire, and I have no doubt that most of them or their carriages received disabling shots over and over again from the ironclads. Never was a work better prepared for an assault. The position of the ironclads was nearly on a continuation of the line of the sea face of the fort, and their fire was chiefly directed against the land face. At the moment of the assault we had the satisfaction to see that the guns on this face could not be used against our advancing men. The so-called sea or southeast face, where our sailors assaulted, could not be so nearly approached in front by our vessels on account of shoals, and consequently was stronger. We were near witnesses of the splendid fighting of our army. After our troops had entered the fort, our

fire, with that of others, I suppose, was against a gun on the sea face near the east angle, which had been reversed and which alone of all the guns of Fort Fisher was firing on them rapidly with grape. The ricochet of our shell enfiladed the sea face, which swarmed with rebel musketeers. As it grew dark the gun became silent (we afterwards ascertained it had been disabled) and the flash of muskets along the sea face almost ceased.

The XV-inch guns were, I feel sure, not excelled in accuracy by any guns present, while they, of course, far exceeded them in power. The smoke cleared rapidly from our turrets. Five shot struck our side armor, somewhat starting the plating, and the turrets and armor of the ventilating pipe were struck five times. There were also trifling hits from pieces of shell. Our injuries are of little consequence. During our long fight and hard work the officers and men of the *Monadnock* did their duty zealously and gallantly. I have to renew the commendations, made in my report of the previous attack on Fort Fisher, of Lieutenant Commander J. N. Miller and of Assistant Paymaster John S. Woolson, who again acted as aid and signal officer. Acting Chief Engineer J. Q. A. Ziegler, by faithfully watching for symptoms of failing of the turret and other gear, and the application of timely and rapid repairs, enabled us to come out of the action in perfect order.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Endorsement.]

Respectfully forwarded. This report has just been received, February 20, 1865.

DAVID D. PORTER,
Rear-Admiral.

Report of Commander Parrott, U. S. Navy, recommending Quartermaster Dunn for a medal of honor.

U. S. IRONCLAD MONADNOCK,
James River, Virginia, March 21, 1865.

SIR: I have the honor to recommend to the Department, as worthy of a medal of honor, William Dunn, a quartermaster of this vessel.

During the attacks on Fort Fisher, on the 24th and 25th December, 1864, and the 13th, 14th, and 15th of January, 1865, he was stationed at the lead. The responsibilities of his duties continued when the vessel was at anchor, as her propellers were kept in motion to make her turrets bear, and consequently the shooting away of her chain might have caused her to ground.

His attention to duty was constant, and his cheerful coolness and disdain of shelter attracted the notice of all on deck. His general character is excellent.

The following is his descriptive list.

I am, respectfully,

[E. G. PARROTT,
Commander.]

Hon. GIDEON WELLES.

Report of Lieutenant-Commander Belknap, U. S. Navy, commanding U. S. S. Canonicus.

U. S. S. CANONICUS,
Off Fort Fisher, N. C., January 17, 1865.

SIR: I have the honor to report that during the actions of the 13th, 14th, and 15th instant, which resulted in the capture of Fort Fisher, this ship engaged that work at a distance of 700 yards, perhaps a little closer on the 15th, as the smoothness of the sea enabled me to go into shoaler water than on the preceding days, having at one time only a foot and a half of water to spare under our keel.

On the first day of attack, the 13th, the enemy replied vigorously to our fire until late in the afternoon, when the heavier ships coming into line soon drove them into their bombproofs. Soon after we had taken position it became evident that since the previous attack a reinforcement of experienced artillerists had been received in the fort, as its fire was much more accurate and spirited than before. They soon obtained our range and struck the ship frequently, while many shots fell close alongside. Upon one occasion two shots out of three, fired simultaneously, struck the side armor, abreast of the turret.

We count 36 hits this day, and everything about the deck not shotproof was badly cut up. Two men were knocked down and stunned at the guns by the impact of a X-inch shot upon the turret. The flag was shot away twice, and gallantly replaced by Quartermaster Daniel D. Stevens.

Not content with solid shot, the enemy fired shells occasionally, to burst over the turret, and now and then the bullet of a sharpshooter whistled over us.

On the second and third days the fire of the enemy was comparatively feeble and principally directed at the gunboats, and when the larger ships came into action ceased altogether. An occasional musket shot fell near us, and when the naval assaulting column was driven back many of the bullets and grapeshot fired at our gallant fellows passed over us, some few striking the ship. Second Assistant Engineer John W. Saville received a severe wound in the left thigh from a grapeshot. At this time we also received a X-inch shot on the side armor, fired from the water battery on the right of the sea face of the fort.

Our fire was slow and deliberate, and every effort was made to dismount the enemy's guns, and, though almost hidden by traverses, I am happy to say that we succeeded in dismounting two of them. Acting Ensign M. W. Weld knocked over a 6-inch rifle on the second day, and the executive officer, Lieutenant R. S. McCook, disposed of a X-inch columbiad on the third day of the action. I also saw a shell from the *Monadnock* dismount a gun, and a shot from the *Mahopac* knock the muzzle off from another.

We expended during the three days 297 XV inch shells.

I have to thank the officers and crew for the zeal and gallant spirit manifested throughout the fight, and for the cheerful manner in which they worked at night, taking on board ammunition after the arduous and exhausting work of the day.

I again desire to bring to your notice and that of the Department the services of the executive officer, Lieutenant R. S. McCook, to whom I am indebted for the efficiency and readiness which enabled me at all times to be prompt in all movements required of the ship. Equally fortunate in the services of Chief Engineer D. B. Macomb, I beg leave to recommend him to your favorable consideration.

The powder division was ably commanded by Acting Master D. S. Murphy, assisted by Acting Ensigns Seekins and Center. Acting

Ensign M. W. Weld showed great aptitude in handling the guns under the supervision of the executive officer. Assistant Paymaster R. P. Lisle, acting as aid, merits my thanks for the intelligent manner in which he attended to the duties of signal officer. Acting Master and Pilot Edward A. Decker performed his duties with his accustomed coolness and discretion.

I enclose the executive officer's report of damages received. I have already forwarded the surgeon's report of casualties. I beg leave to congratulate you, admiral, upon the brilliant victory which has crowned your efforts at this point, and which is the more gratifying, as it proves conclusively that on a former memorable occasion the possession of the fort "would have been found an easier conquest than was supposed" had the attempt been made to occupy it.

I am, sir, very respectfully, your obedient servant,

GEORGE E. BELKNAP,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, off Fort Fisher, N. C.

Report of Lieutenant McCook, U. S. Navy, regarding damages sustained by the U. S. S. Canonicus.

U. S. S. CANONICUS,
Off New Inlet, North Carolina, January 16, 1865.

SIR: I have the honor to report the following damages sustained by this vessel during the bombardment of Fort Fisher on the 13th, 14th, and 15th instant:

Three shots on turret, doing no material damage. One shot on base ring of turret, knocking out four through bolts and loosening three others.

One shot on side armor forward, cutting through all thicknesses of armor and penetrating the overhang to a depth of 8 inches. Five shots on side armor abreast of turret; one of these cut through all plates of armor, penetrated the overhang to the depth of a foot, and ripped up a deck plate for half its length. Four of these shots struck close together, and have started the side armor nearly an inch from the overhang for a distance of 6 feet, besides breaking and spreading the plates and starting a number of the bolts. One other shot on side armor abreast of smokestack.

Three shots on deck plating, doing no damage.

Seven shots through upper part of smokestack, and four on the armor. In addition, the stack was badly cut up by pieces of broken shot and fragments of shell. Three smokestack guys shot away.

A large hole knocked in turret rifle guard by piece of side armor.

Compass shot away.

One shot through ventilating pipe and a hole knocked in it by piece of shot. One guy shot away.

One boat davit and two strong backs shot away.

The gig and third cutter shot to pieces; the second cutter has a large shot through her, but may be repaired.

The forward and after flagstaffs shot away.

Very respectfully,

R. S. MCCOOK,
Lieutenant and Executive Officer.

Lieutenant-Commander GEORGE E. BELKNAP,
Commanding U. S. S. Canonicus.

Report of Assistant Surgeon Beaumont, U. S. Navy, regarding casualties on the U. S. S. Canonicus.

U. S. S. CANONICUS,
Off Wilmington, N. C., January 16, 1865.

SIR: I have the honor to report the following casualties which occurred on board this vessel during the three days' engagement with the rebel batteries at New Inlet, near Wilmington, N. C.

Robert Ludbig, seaman, contused wound of chest, caused by a fragment of shell which passed through the sight hole into the turret.

Thomas Thompson, seaman, contusion of left foot, caused by recoil of a gun.

J. W. Saville, second assistant engineer, contusion with slight laceration of both thighs, caused by the passing of a grapeshot between the limbs.

The wounded are doing well and will require no other treatment than can readily be practiced on board ship.

Very respectfully, etc.,

HORATIO N. BEAUMONT,
Assistant Surgeon, U. S. Navy.

Lieutenant-Commander G. E. BELKNAP, U. S. Navy,
Commanding.

Report of Lieutenant-Commander Weaver, U. S. Navy, commanding U. S. S. Mahopac.

U. S. IRONCLAD MAHOPAC,
Off Fort Fisher, January 17, 1865.

SIR: I have the honor to make the following report of the part taken by this vessel in the actions against Fort Fisher of the 13th, 14th, and 15th instant:

At 7 a. m. on the 13th in obedience to order by signal, cleared ship for action and steamed in toward Fort Fisher, took our assigned position between the *New Ironsides* and the fort, and at 9:27 a. m. opened fire, using 5-second fuzes and 35-pound charges of powder. At the second discharge of gun No. 1 (XV-inch) it burst 4 feet and 3 inches from the muzzle, killing none, and doing no material damage to the turret. Continued the action with the remaining gun until 6:30 p. m.; expended 56 shell and 56 35-pound charges.

At 11:20 a. m. on the 14th opened fire on the fort, and continued until 6:15 p. m. Expended 46 shell and 46 35-pound charges; weighed anchor and moved a short distance out.

At 7:15 a. m. on the 15th weighed anchor and steamed in as near the fort as possible, and at 7:50 commenced action, and continued firing until 3:30 p. m., when the signal was made to cease firing and storm the fort.

Expended 41 shell, 10 cored shot, and 51 35-pound charges.

During the three days' actions this vessel was struck several times by the enemy's shot, but done no material damage.

In conclusion it affords me much pleasure to state that every officer and man did his entire duty to my perfect satisfaction.

It is perhaps worthy of note that no panic or disorganization took place at the time of the bursting of our immense gun, in a space so limited and with so many men in close proximity, for in a few moments afterwards everything was in order for the continuance of the engagement with our only remaining gun.

Permit me, sir, to congratulate you upon the success, so unlimited, which you have achieved, with a worthy cooperation on the part of our army.

I am, sir, respectfully, your obedient servant,

A. W. WEAVER,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Commander Colhoun, U. S. Navy, commanding U. S. S. Saugus.

U. S. IRONCLAD STEAMER SAUGUS,
Off Fort Fisher, Federal Point, N. C., January 16, 1865.

SIR: In the action with Fort Fisher, on the 13th instant, the *Saugus* was struck eleven times. At 5 p. m. one of the XV-inch guns (No. 29) burst, wounding severely James Casey, seaman. On the 14th and 15th the enemy did not fire at us. I would commend to your favorable notice the officers and crew of the *Saugus* for the manner in which they fought the vessel for three days under great fatigue, fighting all day, and taking in ammunition by night.

On the 13th instant we fired 100 5-second shell.
On the 14th instant we fired 21 5-second shell.
On the 14th instant we fired 9 4-second shrapnel.
On the 14th instant we fired 8 solid shot.
On the 15th instant we fired 67 5-second shell.
On the 15th instant we fired 7 4-second shrapnel.
Total, 212.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Commander.

Rear-Admiral D. D. PORTER.

Report of Acting Chief Engineer Peake, U. S. Navy, of injuries received by the U. S. S. Saugus.

U. S. S. SAUGUS,
Off Fort Fisher, N. C., January 16, 1865.

SIR: In obedience to your orders I submit a memorandum of the most important repairs needed on this vessel.

In addition to the injuries received on turret as per reports of June 25 and December 6, 1864, the pilot house has since been struck by an XI-inch solid shot from Fort Fisher, breaking eight bolts and loosening twenty others, cracking one sheet from the corner of sight hole (striking ten inches below sight hole); and another shot, received on turret near the top, has broken twenty-five bolts and loosened twelve others, and cracked inside sheet, bulging it in 1 inch and cracking the plates, the cracks radiating 12 inches from center. The deck to be raised and secured around smokestack.

The bevel wheel of turret gear to be raised and secured, and also a new bevel pinion for turret gear.

There is also a XV-inch gun to be removed and replaced by a new one.

I would wish to increase the area of opening through side of ship for main injection.

There is also about one-third of a blade of the propeller broken off, making it desirable to have a new one.

I have the honor to be, respectfully, your obedient servant,

JOHN L. PEAKE,
Acting Chief Engineer, U. S. Navy.

Commander E. R. COLHOUN,
Commanding U. S. Steamer Saugus.

Report of Captain Alden, U. S. Navy, commanding U. S. S. Brooklyn.

U. S. S. BROOKLYN,
Off New Inlet, Cape Fear River, January 16, 1865.

SIR: I have the honor to submit the following as a report of the part that this ship took in the action of the 13th, 14th, and 15th instant:

At 4:30, being in position as leading ship in line of battle No. 1, got underway at 5 o'clock with the transports forming another line on the port beam and stood in for the shore. When within 600 or 800 yards from the beach, changed the course and stood along parallel with it to the westward and commenced shelling the woods, all the vessels of the line joining in. Passed Flag Pond battery, and, at 8:10, anchored in line ahead with the transports on the port beam. At 9:30 all the vessels sent boats to assist [in] landing the troops. A brisk fire was kept up upon the woods till 11 a. m. At 1 p. m. the boats returned. At 3 the troops were all landed. At 4 admiral made signal to the line to take position and engage the enemy. At 4:30 anchored under the stern of the *New Ironsides* and opened fire upon Fort Fisher, the vessels of the line anchoring as they got into position and commenced the attack. At 5:45 ceased firing, when the vessels withdrew.

On the 14th, at 2:30 p. m., got underway in obedience to signal, took position, and at 2:45 opened fire again upon Fort Fisher. Ceased the bombardment at dark. Remained in position, vessels firing one hour each during the night.

January 15.—Soon after daylight withdrew and filled up with shell from the *Aries*. At 12 m. sent three boats (all that were available), armed and equipped, to the admiral, which soon after landed their crews with the rest of the boats of the fleet. At 1 p. m. got into action again with the fleet, which was then hotly engaged. At 9:30 p. m. ceased firing; soon after which the fort surrendered to the assaulting party of the army, which had gained a footing before dark.

I am pleased to add that all, both officers and men, did their duty nobly and well. But I can not conclude this report without paying a tribute to the abilities and officer-like bearing of my executive officer, Lieutenant Thomas L. Swann. To his wise management is mainly due the exact discipline and ready obedience to orders that are found on board this vessel. In a word, I have never commanded a better organized or better disciplined ship than this.

Ensign Cassel's report in relation to the storming party which left the ship under his charge, the surgeon's report of casualties (which I am happy to say are very slight), together with the gunner's report of projectiles and ammunition expended, are herewith enclosed.

With my hearty congratulations for your success in this most signal victory,

I am, very truly, your obedient servant,

JAMES ALDEN,
Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Ensign Cassel, U. S. Navy, commanding assaulting party from the U. S. S. Brooklyn.

U. S. S. BROOKLYN, *January 17, 1865.*

SIR: In obedience to your order, I respectfully submit the following report of the party in my immediate charge on the 15th instant:

After landing and reporting to Captain Breese I was assigned to the third division, under Lieutenant-Commander Selfridge, and by him was placed on the left of the line of that body. In the charge which followed we kept our position and remained under fire of the fort until the retreat was ordered, when all organization was at an end. I collected my own men afterwards as far as possible, and remained on the beach until morning, when we embarked and returned to the *Brooklyn*. I have to report the loss of 3 men missing and 1 wounded. Of the first, two are supposed to have been lost in the explosion on the following morning, and I have since learned that the third was taken on board the *Susquehanna* and thence sent to the hospital vessel.

The marines not being with me, I know nothing of their proceedings.

I am, sir, respectfully, your obedient servant,

DOUGLAS CASSEL,
Acting Ensign, U. S. Navy.

Captain JAMES ALDEN, U. S. Navy.

Report of Surgeon Maulsby, U. S. Navy, giving list of casualties on the U. S. S. Brooklyn.

U. S. S. BROOKLYN,
Off New Inlet, January 17, 1865.

SIR: The following is a list of the casualties resulting from the assault on the rebel defenses on the 15th instant:

Name.	Rate.	Wounds.	Remarks.
Charles Fellmann	Seaman	Gunshot, chest	Slight.
Abel Cole	do	Gunshot, arm	Severe.
James Jackson	Private (marine)	Abrasion, hand	Slight.

Very respectfully, your obedient servant,

GEORGE MAULSBY,
Surgeon.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn.

Report of Commander Ammen, U. S. Navy, commanding U. S. S. Mohican, transmitting report of casualties.

U. S. S. MOHICAN,
Off New Inlet, North Carolina, January 17, 1865.

SIR: I have the honor to report that at daylight on the morning of the 13th the *Mohican* was got underway, following the *Brooklyn*, and followed by the *Tacony* and the vessels composing the line, and stood in and along the coast until the Half Moon battery was reached, some 3 miles to the northward of Fort Fisher, when the line anchored on signal and the shore line was shelled.

On signal all of our boats were sent to aid in debarking the troops, which was accomplished at about 3 p. m. On signal at 3:35 the *Mohican* was again underway in line, as before, in close order, and anchored on signal in line with kedge astern and anchor ahead, in position assigned, opening on Fort Fisher at 4:25 and firing deliberately until 5:30, when we withdrew on signal. Ninety-two IX-inch shells were expended during the day.

At 9:15 a. m. of the 15th the *Mohican* was got underway. On signal and by verbal order went in to deliver fire on Fort Fisher, making fast a stern line to the *New Ironsides* for a spring, and anchoring. At 10:30 we opened a deliberate fire on Fort Fisher, directed by signals from time to time, and maintained it until 3:47, when signal was made to cease firing. During the day 327 IX-inch shells were fired and 17 30-pounder rifle shells, the latter directed at steamers in the river with rebel troops and on the Federal Point batteries. The firing on both days was carefully delivered and was effective.

In the meantime, obeying signal, the first, second, and fourth cutters were dispatched, under charge of Acting Master William Burditt, Acting Master's Mate James G. Paine, and Acting Boatswain Josiah B. Aiken, with boats' crews, containing a total of fifty-two officers, sailors, and marines, to the rendezvous on the beach.

The list of killed, wounded, and missing has been given in a separate report.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Enclosure.]

U. S. S. MOHICAN,
Off New Inlet, North Carolina, January 16, 1865.

SIR: The following casualties occurred to the crew of the *Mohican* in our operations against Fort Fisher yesterday:

No.	Name.	Rate.	Remarks.
1	Oscar Smith	Sergeant, marines	Wound of neck; slight.
2	John Le Mott Russell	Marine	Bullet wound through left wrist.
3	Stephen Moore	do	Bullet wound below left knee.
4	Albert E. Harlowe	Coxswain	Wound of left hand.
5	John Sweeney	do	Killed; shot through heart.
6	John Sullivan	Seaman	Bullet wound of left thigh.
7	Michael McCauley	do	Flesh wound right leg.
8	Samuel W. Woodward	Ordinary seaman	Bullet wound below right knee.
9	John Graham	Corporal, marines	Bullet wound left shoulder; also by explosion of magazine in Fort Fisher to-day.
10	William F. Ryan	Marine	Severe contusions of breast and back.
11	Richard Broderick	do	Sprain of right foot.

Hiram J. Henkey (landsman) is missing; was known to have been wounded and supposed to have been taken on board of some vessel belonging to the fleet.

Very respectfully, your obedient servant,

DANIEL AMMEN,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Tacony, transmitting additional reports.

U. S. S. TACONY,
Cape Fear River, North Carolina, January 19, 1865.

SIR: I have to submit the following report of the part taken by this vessel in the reduction of the enemy's works at New Inlet, North Carolina:

On the 13th instant, at 4:50 a. m., got underway and took position assigned in line of battle and at 7:20 a. m. commenced shelling the woods to the northward of Fort Fisher. At 8:12 sent the boats to aid in landing troops and continued thus employed until 3:35 p. m., when stood in and opened fire on Fort Fisher. At 5:50 p. m. ceased firing and retired from action by signal from flagship. No casualties during the day.

At 1:30 p. m. on the 14th instant again took position and opened fire upon the enemy's works; continued engaged till dark, when ceased firing by order; remained in position near the forts all night. No injury to vessel or crew during this day.

On the 15th, at 12:10 a. m., opened a rapid fire for one hour on the forts. By the premature explosion of a gun Hugh Lee, landsman, had his right arm blown off. John Wild, ordinary seaman, and Thomas Stanton, captain forecastle, were wounded. At 10:15 a. m. sent a detachment of 30 men, under Acting Ensigns James B. Taney and Thomas Golding, to assist in storming the batteries. At 1 p. m. again opened fire on the enemy's works. Continued engaged until 2:35 p. m., when ceased firing by signal from flagship. During the night our boats returned, also one belonging to the *Iosco*, bringing a number of men, wounded during the charge by the seamen on Fort Fisher. At 10 p. m. the fleet were informed of the surrender of Fort Fisher.

On the 16th instant, at 2 p. m., anchored in New Inlet, North Carolina, in company with the *Sassacus* and *Kansas*, all having followed the lead of Commander Clitz in the *Osceola*.

On the 17th instant Acting Assistant Surgeon George Hopkins attended the rebel wounded on shore. The vessel's boats employed removing torpedoes from the channel.

On the 18th instant crossed the Rip, entered Cape Fear River, and at 3:10 p. m. anchored near Fort Lamb, the gun carriages, traverses, and woodwork of which I destroyed, in obedience to your orders. In Fort Lamb was a galvanic battery in good working order, connecting with copper wires, which I this morning caused to be underrun, and which I found led directly across the river to the magazine in Fort Fisher. This, I believe, will fully account for the mysterious explosion on the 16th instant by which over 200 gallant men lost their lives; if so, it was the most dastardly act of the war.

I can not too highly commend the conduct of all under my command. Acting Ensigns James B. Taney and Thomas Golding gallantly led the seamen in the assault of Fort Fisher, in which 4 men were killed and 10 wounded; James Tallentine (quarter gunner), ever foremost in the discharge of his duties, reached the top of the parapet under a murderous fire, only to fall inside the fortifications, giving a valuable life to his country.

Acting Assistant Paymaster William S. Hosford, who for more than a year has commanded the after powder division, worked as usual most untiringly. I am greatly indebted to Acting Master Rudolph Sommers, who acted as signal officer. The good conduct of Acting Master's Mate John A. Orcutt deserves to be mentioned. In fact, sir, the conduct of all during the past seven days has been most praiseworthy.

I enclose report of killed and wounded; also gunner's report of ammunition expended.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Enclosures.]

U. S. S. TACONY,
Cape Fear River, North Carolina, January 18, 1865.

SIR: The following is a list of the killed and wounded of this vessel during the late engagement at Fort Fisher, N. C.:

15th instant, wounded (by the premature discharge of one of the guns of this vessel): Hugh Lee, landsman; right hand shattered and right arm broken; amputation below the elbow. Thomas Stanton, captain forecastle; left eye badly injured by the burning of the powder while serving the vent; serious. He is also much bruised in left side and hip by the recoil of the gun. John Wild, ordinary seaman; left hand burned and contused; not serious.

Same date, killed: Richard Acton, landsman; James Tallentine, quarter gunner; Cornelius Blachiere, ordinary seaman.

Wounded: William Brown, seaman; shot through both thighs and left arm, musketry; died next morning. Jas. H. Spencer, ordinary seaman; gunshot fracture of right thigh, musketry; serious. Martin Goberty, seaman; gunshot fracture of left thigh, upper third, musketry. John Van Schoten, landsman; conical ball through pelvis; result doubtful. Horace Wheeler, ordinary seaman; gunshot fracture of left leg, musketry; serious. Samuel McKinley, landsman; flesh wound of both legs, musketry; not serious. Patrick Kelly, landsman; flesh wound of right leg, musketry; not serious. Martin Howard, landsman; flesh wound of right leg, musketry; not serious. William Stewart, landsman; right elbow, musketry; ball probably lodged in or near the joint.

William Gillespie, ordinary seaman, and Henry Miller, ordinary seaman, who are missing, were reported to me as wounded and taken on board some other vessel.

Very respectfully,

GEO. HOPKINS,
Acting Assistant Surgeon.

Lieutenant-Commander W. T. TRUXTUN,
Commanding U. S. S. Tacony.

Ammunition expended by the U. S. S. Tacony during the engagements of the 13th, 14th, and 15th January, 1865, with the forts at New Inlet, North Carolina.

On the 13th January, 1865:	
20-second XI-inch shell	48
20-second IX-inch shell	51
15-second 12-pounder rifle shell	36
Percussion rifle shell	3
On the 14th January, 1865:	
XI-inch shell	165
IX-inch shell	186
12-pounder rifle shell	32
On the 15th January, 1865:	
XI-inch shell	48
XI-inch shot	21
IX-inch shell	108

Respectfully,

ROBERT CAMPBELL,
Acting Gunner.

Explanatory letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Truxtun, U. S. Navy, commending his action in the second attack upon Fort Fisher.

FLAGSHIP MALVERN,
Cape Fear River, February 18, 1865.

SIR: Your letter of the 14th instant has been received. I very much regret that you should have taken so much to heart what certainly was never intended you should. Captain Breese gave you the order correctly. My object was to have you directly in line between the *Pequot* and *Brooklyn* to prevent anyone being hurt from premature explosion of shell. From my position you appeared farther out than it appears you were from your letter, hence my signal to go in closer. Not seeming to understand what I wished, I made the signal which has given you pain. In this you mistake my motives. I had no intention of withdrawing you from action altogether, but simply a temporary withdrawal, that I might the better place you as I wished.

The gallant manner in which you took up your new position pleased me highly, and I do assure you there has been no other officer in this squadron in whom I have more confidence or for whom I have a higher respect.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander W. T. TRUXTUN,
Commanding U. S. S. Tacony.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas.

U. S. GUNBOAT KANSAS,
Cape Fear River, North Carolina, January 19, 1865.

ADMIRAL: I have the honor to submit the following report of the part this vessel took in the reduction of the works defending New Inlet, Cape Fear River.

On the 13th instant, at 7:15 a. m., the first line formed in line of battle in close order, by signal, and shelled Flag Pond battery and the adjacent woods. At 7:40 a. m. anchored in same order, and at 7:45 sent boats to assist in disembarking the land forces. At 10 a. m. ceased firing. At 3:40 p. m. got underway, in obedience to signal to first line, and stood toward Fort Fisher. At 5:05 anchored in line and opened fire on the fort. At 5:40 ceased firing, by signal, and retired from range, and at 6:20 p. m. came to.

On the 14th instant, at 1:30 p. m., got underway by signal to this vessel, and stood in toward Fort Fisher. Anchored close in to the beach, to the northeast of the fort and distant 1,700 yards. At 2:10 p. m. opened fire. At 7 p. m. ceased firing, by order, for the night. At 4 a. m. the 15th instant resumed the fire for an hour. At 5:30 a. m. retired from position and went to the ordnance steamer *Aries* to replenish ammunition. At 11 a. m. dispatched the launch with 19 men, under command of Acting Ensign Williams, to report to Fleet Captain Breese, commanding the naval brigade on shore. At 12:45 p. m. got underway, and took up a position between second and third lines, and opened fire on Mound and other batteries. At 3 p. m. ceased firing, by signal, as the naval brigade was assaulting the northeast angle of Fort Fisher; the assault failing, resumed fire at 5:30, directing our fire at the Mound.

At 9:15 p. m. ceased firing, as the land forces were progressing in their assault. At about 10 p. m. the loud cheering and illumination of the fleet announced the fall of the forts. On the 16th instant, at 1:30 p. m., followed the *Osceola*, Commander Clitz, over the bar of New Inlet and anchored under the Mound. This vessel was not struck, and our only casualty was in the person of James Arnold, landsman, wounded in the knee during the assault.

It gives me great pleasure to mention that, notwithstanding the protracted labors and exposure of the officers and men, they continued cheerful and prompt up to the last moment.

Very respectfully, your obedient servant,

PENDLETON G. WATMOUGH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Ensign Williams, U. S. Navy, commanding assaulting party from the U. S. S. Kansas.

U. S. S. KANSAS,
Off New Inlet, North Carolina, January 16, 1865.

SIR: In obedience to your orders, on the morning of January 15 I left this ship, at 11 a. m., in command of 19 men, to assist in the assault of Fort Fisher. I landed with my men safely on the beach, at a distance of 2½ miles to the northward and eastward of the rebel earthworks; ordered my boat off to a safe anchorage, with 2 men as boat keepers. I then proceeded with the remaining 17 men and reported to Fleet Captain Breese, who ordered me to report to Lieutenant-Commander Parker, commanding the second division, which I promptly did, forming my men at the same time on the left of second division, who were drawn up in line of battle on a plain to the rear of the beach. Five of my men (coal heavers), with shovels, were ordered to join the divisional intrenching party. At about 1 p. m. we advanced in divisions toward Fort Fisher, and halted about 1 mile from the fort to rest the men, see the arms in good order, and receive our final orders. About 2:30 p. m. we advanced in columns to the shelter of the breastworks thrown up by the intrenching party of each division, where we halted for a few minutes, then flanked to the left, regaining the beach, when the order was given to double-quick to gain a position about 500 yards distant, near the sea wall of the fort. The order then passed along the line to halt, and for every man to lie down, so as to regain his wind for the charge and to see the signal for the fleet to cease firing. At about 3:15 p. m., everything being ready, the order passed along the lines to charge *en masse* on the northern angle of the sea wall, which was done on the run, under a heavy fire of musketry from Fort Fisher and the great guns on the Mound, killing and wounding a large number of our men. On gaining the base of the wall we found it defended by a ditch and stockade, which caused a sudden halt, a heavy fire of musketry being poured into us all the time. The men here lay down to protect themselves. About this time the men in the rear on the beach broke and fled, panic-stricken, which caused a general retreat on the run, every man for himself. As all command over the men was lost, myself and several other officers, under Captain Cushing, stayed behind, after retreating a short distance, and assisted the wounded to the best of our abilities. This being done, I then started up the beach to collect my own men.

At 7 p. m. I found them all in good order but James K. Arnold (landsman), whom I could not find, but afterwards learned that he was wounded in the knee and had been taken off to one of the fleet, name of the vessel unknown. At 9 p. m., seeing other boats leaving the beach, I embarked my men also, and started to find my ship, but could not, owing to the darkness. Pulled alongside the U. S. S. *Fort Donelson* and passed the night on that ship. At 7:50 a. m. of the 16th I reported on board this ship, with all my command but the one before mentioned.

Very respectfully, your obedient servant,

GEORGE C. WILLIAMS,
Acting Ensign, U. S. Navy.

Lieutenant-Commander P. G. WATMOUGH,
Commanding U. S. S. Kansas.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas, regarding ammunition expended.

U. S. GUNBOAT KANSAS,
Cape Fear River, North Carolina, January 19, 1865.

SIR: I submit the following report of ammunition expended on the 13th, 14th, and 15th instant in the attack on Fort Fisher and adjacent batteries:

IX-inch:	
5-second shell	5
10-second shell	353
15-second shell	36
30-pounder:	
10-second shell	9
Percussion	83
12-pounder:	
Percussion	2

Very respectfully, your obedient servant,

P. G. WATMOUGH,
Lieutenant-Commander.

Lieutenant-Commander HENRY A. ADAMS,
Ordnance Officer, North Atlantic Squadron.

Abstract log of the U. S. S. Unadilla, Lieutenant-Commander Ramsay, U. S. Navy.

December 27, 1864.—From meridian until 4 p. m.: At anchor, transport fleet standing out.

January 11, 1865.—At 4:45 p. m. got underway in company with a part of the fleet and stood out of the harbor; flagship *Malvern* made signal. Struck twice while crossing the bar. At 6 came to off Beaufort Bar in company with the fleet.

January 12.—At daylight the fleet inside the harbor got underway and came out over the bar. Got underway in company with the fleet and stood to southward. From 6 to 8 underway in company with the fleet. Spoke the *Yantic* and received orders to anchor when the ship ahead of us showed a red light over her stern. Passed the same order to the *Huron*, astern of us. At 8:30 the *Brooklyn* made signal to first division. At 8:55 came to with port anchor in company with the fleet in 7¼ fathoms water. At 12 midnight spoke *Eolus* and received orders to get underway at 4:30 in the morning.

January 13.—At 6:10 a. m. got underway in company with the fleet and stood in toward the land. At 7:30 cleared ship for action. At 7:50 opened fire on the rebel earthworks along the beach. At 8, in obedience to signal, came to with port anchor and dropped a kedge astern. Sent launch, first, and second cutters to assist in landing troops. At 3:30 p. m. all boats returned, the launch and second cutter being stove. Brought off a cutter found on the beach. At 4 p. m. got underway in company with the first line of battle and stood in toward Fort Fisher. At 4:15 anchored and opened fire on the fort. At 5:45 ceased firing, got underway, and hauled out. At 7 came to anchor. From 8 until midnight the monitors and ironclads bombarding Fort Fisher.

January 14.—At 11:15 a. m. the *New Ironsides* and monitors engaged Fort Fisher. At 12:30 p. m. the flagship made signal. Hove up anchor and communicated with the flagship. Stood in toward Fort Fisher, anchored, and opened fire on the fort. From 4 to 6 p. m.: At anchor, bombarding Fort Fisher. Fired 120 10-second XI-inch shells. At 6 ceased firing. At 7:20 opened fire on Fort Fisher. At 8:30 ceased firing. Fired from XI-inch gun 20 10-second shells; from 20-pounder rifle 9 percussion shells, 2 shrapnel, 10 case shot. Fleet continued bombarding Fort Fisher.

January 15.—Commences and until 4 a. m. At anchor. Bombardment of Fort Fisher continued. At 5 opened fire on the fort. At 6:15 ceased firing. At 7:15 opened fire on the fort again. From 8 until meridian: At anchor, bombarding Fort Fisher. Fired from XI-inch 48 10-second shells, 2 5-second, and 3 10-second shrapnel; from 20-pounder rifle 20 case shot. At 9 a. m. ammunition for XI-inch gun all expended; hauled out of line and anchored. Received from the U. S. S. *Queen* 126 XI-inch 10-second shells, 122 15-pound charges, 200 friction primers. At 12:45 got underway and steamed toward Fort Fisher. At 2 anchored to the northward of the fort. At 2:10 opened on the fort. At 3:15 ceased firing. Army and navy storming the fort. At 5:40 got underway. Fired during the day 51 XI-inch 10-second and 29 15-second shells; 6 5, 10, 15 second, 3 10-second, and 2 5-second shrapnel. From 6 until 8 p. m. fleet bombarding the fort. At 10 p. m. the fleet ceased firing, the works being in possession of the United States forces.

January 16.—Commences and until 4 a. m. At anchor. Some musketry and artillery firing to the northward of Fort Fisher during the watch.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Huron.

U. S. S. HURON,
Off Fort Fisher, January 17, 1865.

SIR: I have the honor to report that, having landed with the men of this vessel to join in the land attack upon Fort Fisher, I was detailed by Lieutenant-Commander Breese to command the third column of attack, composed of detachments from the ships of the third and a portion of the fourth divisions, numbering about 450 men.

Lieutenant G. M. Bache commanded the right wing; Lieutenant-Commander W. N. Allen, the left wing.

I formed them in column and moved forward by the head of companies until near our first rifle pits, when the whole assaulting column was formed in flank along the beach awaiting the signal of assault from the army.

When this was given I moved my column forward on the double-quick, following close on to the second [division] and for about half a

mile under an extremely heavy and withering fire of musketry and grape.

When we finally reached the palisades I found the columns which had preceded me halted and lying down. Going to the front, an effort at this time was made to get the men to charge, but the fire was so heavy that the few who passed through the stockade were compelled to fall quickly back.

At this moment an unexplained panic took place in the rear, which so quickly communicated itself to the whole that it became impossible to rally the men.

I remained near the fort till night, when I left with a few under cover of the darkness.

My column moved up with great gallantry, as by the time I got up the rebels had concentrated their whole fire upon us, and until we came to a halt all seemed to be moving well.

To Lieutenant-Commander W. N. Allen and Lieutenant G. M. Bache, both wounded, I am much indebted for assistance in forming and maintaining the organization of the division.

I regret extremely that my entire unacquaintance with any of the officers or crews of my division renders it impossible for me to particularize the deserving, but until the panic all deserved praise, for none faltered.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Blockading Squadron, Flagship Malvern.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Huron, regarding ammunition expended.

U. S. S. HURON,
New Inlet, January 17, 1865.

SIR: I have to report that the *Huron* has expended about 300 rounds from the XI-inch pivot during the late engagement, and was struck four times—under fore channels, mainmast shot away, main shroud cut, and through main rail. No casualties while under fire; 5 men wounded in the land assault.

My officers and men behaved, all of them, with great zeal and gallantry.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, Commanding U. S. S. Huron, regarding casualties.

U. S. S. HURON, *January 16, 1865.*

SIR: In obedience to your order of this date (by telegram), I forward the following list of casualties to the crew of this vessel in the action of yesterday on shore, viz:

William Seaman (seaman), left leg broken.
James H. Donnelly (ordinary seaman), musket ball in neck.
Michael Tierney (ordinary seaman), contusion of head.

John Sullivan (ordinary seaman), shoulder dislocated.
Thomas Walker (chief quartermaster), flesh wound, thigh.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Huron, commending for gallantry in action Ensign Evans, U. S. Navy, of the U. S. S. Powhatan.

U. S. S. HURON,
James River, March 10, 1865.

SIR: In my report of the part taken by the column under my command in the assault upon Fort Fisher, I mentioned that from my ignorance of the officers placed temporarily under me I was unable to particularize any marked act of bravery performed by them.

Since that time I have been informed of the great gallantry of regular Ensign R. D. Evans, of the *Powhatan*, and I deem it worthy of this notice.

Ensign Evans received a severe and painful wound in the thigh before reaching the palisades, but, instead of going to the rear, he bound a handkerchief around it and gallantly proceeded on with his men to the very front.

He again received a second wound, in the knee.

These wounds have for the past two months confined him to his bed, and I am very glad, in becoming aware of the above facts, to give him the mention so justly his due.

I have the honor to be, very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot, transmitting additional reports.

U. S. S. PEQUOT,
New Inlet, North Carolina, January 18, 1865.

SIR: I have the honor to report the part the U. S. gunboat *Pequot*, under my command, took in the bombardment of Fort Fisher and other of the enemy's works at New Inlet, North Carolina, during the 13th, 14th, and 15th of January, 1865:

On the morning of the first day formed in line of battle (No. 1) and stood in close to the beach. At 8 a. m. anchored and shelled woods to cover the landing of our troops, which was successfully performed, when, at 3:50 p. m., line No. 1 stood in and engaged the forts in company with the ironclads; other lines of battle were in action. Shortly after engaging, line No. 1 was ordered to retire, and did so. On the 14th, at 1:25 p. m., we stood in and made fast to the *New Ironsides*, lying astern of her, and engaged the enemy until at 6 p. m., when, receiving orders to fire during the night in succession, we anchored and remained close to and inside of the *New Ironsides* all night. Next

morning (15th instant), needing ammunition, we withdrew, and at 10 a. m. returned and joined in the attack until 1:20 p. m., when we closed in upon the enemy, anchoring near the *Monadnock*. Upon signal being made, our armed boats under the commands of Acting Ensigns George Lamb and Anthony Smalley, with 42 men, were sent to assist in the assault of Fort Fisher.

At 5: 40 p. m., receiving orders from you to proceed up the beach and anchor near Flag Pond battery to cover our troops from an attack, did so, and during the night firing occasionally in the woods to the northward and westward. About 10:20 p. m. we learned with delight that Fort Fisher and the surrounding works had surrendered to the combined army and naval attack.

Besides congratulating you upon the success of your well-planned attack, and its great results, I must bear testimony to the zeal of every officer and man on board this vessel in the discharge of their several duties.

Acting Master William F. Chase served the 150-pounder with skill and effect, and notwithstanding so many of the rifle guns of the fleet had burst, he never hesitated to fire it.

Acting Ensign Henry W. Loring, in charge of the powder division, was prompt for every call upon him, and kept me supplied without delay with every class of projectiles needed.

To Second Assistant Engineer (in charge) A. H. Fisher I am much indebted, for without his skill and perseverance the ship would not have been in a condition to enter action without being towed.

Acting Assistant Paymaster C. G. Hutchinson took careful notes of the action, for which I am indebted.

Mr. J. W. Jones, my clerk, assisted me as signal officer, and not only kept me informed of every signal relating to our line (No. 1) but of all and every signal made to other lines and vessels.

I enclose you a list of our casualties, and it is with regret I state those on board ship were caused alone by the bursting of the 30-pounder rifle (No. 223), which took place on the 14th instant, wounding Benjamin F. Hackney, landsman; John McDonald, ordinary seaman, and John Searing, landsman; the former died of his wounds. Two more were killed in the assault of Fort Fisher—William Cox, seaman, and James Connors, landsman—and 3 wounded—George Hagan, coxswain; William Brown, ordinary seaman, and John Riley, landsman.

I enclose you reports made to me of the assault by the officers commanding the men from this vessel; also report of ammunition expended.

With respect, I am, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Ensign Lamb, U. S. Navy, commanding assaulting party from the U. S. S. Pequot.

U. S. S. PEQUOT,
North Atlantic Squadron, Off New Inlet, January 16, 1865.

SIR: Having been placed in charge of the first and second launches, with 41 men and Acting Ensign Anthony Smalley, to assist in the attack on Fort Fisher, after reporting in obedience to your orders to Lieutenant-Commander Breese, by his orders I detailed Acting Ensign

Smalley and 18 men to join the skirmish line with their shovels, which order was carried out by Mr. Smalley most nobly under a galling fire as he advanced from time to time to throw up a fresh line of earthworks for the purpose of covering the soldiers in their advance on the enemy's works. Mr. Smalley carried the lines up to within about 200 yards, from which line the final assault took place. I, with the rest of the men under my command, remained with the first column, of which we formed the right of the left center, and advanced toward the fort from time to time as we received the order. About 3:25 p. m. the final charge took place, which carried us up to first line of the stockade, and while there I discovered Mr. Smalley with his command, accompanied by Mr. O'Brian, and as he was at the head of the column, I immediately advanced with the rest of our party and joined him, so that we were all together once more. After that we charged at a double-quick to within about 150 yards of the fort, when the enemy's fire became so severe that in spite of all that the officers could do the men fell back and retreated down the beach in some disorder. An attempt was made to rally again, and partially succeeded, when an officer of the Army, whose name I do not remember, told me that General Terry wished the sailors and marines to occupy the line of intrenchments that the army had occupied the previous night, and then communicate with General Paine on the left. I immediately sought Lieutenant-Commander Breese, and reported the same to him, and after we had picked up our wounded, 1 of whom we left at the hospital, as he was severely wounded; 2 others I had sent on board. Mr. Smalley had, in the meantime, returned twice to where our last charge took place, under a terrific fire, which was kept up by the enemy on our wounded men, and brought off John Riley, landsman, and on the second occasion, after an officer, Ensign Evans, of the *Powhatan*, that he saw there when he brought Riley off; both of them were left at the hospital. We then repaired with our men to the Flag Pond battery and reported to Lieutenant-Commander Breese, who ordered us to occupy a part of the work with our men until further orders. About 10:30 we received the news of the capture of the fort. I was ordered by Lieutenant-Commander Breese to take a part of my command and look after our dead and wounded and then return to our post. This morning took a detail of men with me to bury our dead, and when within about 500 yards of the fort a tremendous explosion took place within the fort. I immediately pushed forward to assist, if necessary, in rescuing the wounded, but found on my arrival there that none was needed, as the army had an ample force at hand. I then proceeded to where our dead lay and buried William Cox, seaman, James Connors, landsman, and then, in obedience to the orders of Lieutenant-Commander Breese, returned on board. The two flags that I brought on board I picked up where our last charge ended.

I feel that I ought not to close without bringing to your notice the cheerful and noble manner in which our men carried out the orders which were given. I have to report the loss of both of our launches, which were driven on shore by the heavy surf that set in toward evening. The boat keepers report that they were ordered to Flag Pond battery, where I found them.

I am, very respectfully, your obedient servant,

GEORGE LAMB,
Acting Ensign.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Pequot.

Report of Acting Ensign Smalley, U. S. Navy, of the assaulting party from the U. S. S. Pequot.

U. S. S. PEQUOT,
North Atlantic Squadron, off New Inlet, January 16, 1865.

SIR: Having been placed in charge of the first launch and a crew of 19 men, with orders to report to Lieutenant-Commander Breese, to assist in the assault on Fort Fisher, I reported to him, in obedience to your orders, and was directed to join my men with the skirmish line. After advancing a distance of about 500 yards and assisting in throwing up a line of breastworks, I was ordered by Lieutenant Preston to take my men and proceed on about 1,000 yards to join a squad of soldiers who were then at work intrenching. After completing this line of works it was occupied by the soldiers, and we again advanced to within about 200 yards of Fort Fisher and again commenced intrenching. Shortly after the soldiers moved up and occupied this line preparatory to the assault. The work of these two lines was conducted under a severe fire from the enemy's sharpshooters.

At 3:25 p. m. the assault was made on the fort. I immediately formed my men and joined the advance column of the sailors and marines then charging the enemy's works. We advanced at a double-quick, under a very severe fire, and charged up to within about 100 yards of the fort. The enemy's fire then became so severe that, in spite of the efforts of the officers, the men fell back and retreated down the beach in some confusion. My boat's crew behaved splendidly; not one of them failed me, although always in the front, and during the hottest fire shouted to me that they would follow me anywhere. I received much assistance from Mr. O'Brian, captain's clerk, of the U. S. S. *Keystone State*, a passenger on board this vessel, who volunteered his services and was by my side during the entire day and night.

An attempt was made to rally again, and partly succeeded, when orders were received to occupy Flag Pond battery, which we did, remaining there throughout the night. I have to report of my boat's crew James Connors, ordinary seaman, killed, and George Hagan, coxswain, William Brown, ordinary seaman, and John Riley, landsman, wounded.

I am, very respectfully, your obedient servant,

ANTHONY SMALLEY,
Acting Ensign, U. S. Navy.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Pequot.

I was much pleased with the conduct of Henry Snow, landsman, formerly a soldier in the rebel Army. He worked hard with his shovel all the early part of the day, and although greatly fatigued was one of the first to reach the palisades fronting the fort.

A. SMALLEY, *Acting Ensign.*

Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot, regarding ammunition expended.

U. S. S. PEQUOT,
New Inlet, North Carolina, January 18, 1865.

SIR: The following is the list of ammunition expended on board the U. S. S. *Pequot* during the bombardment of Fort Fisher, January 13, 14, and 15, 1865:

150-pounder rifle:

16-pound charges	40
14-pound charges	57

150-pounder rifle:	
12-pound charges	9
Percussion shell	102
Time shell	3
Shrapnel	1
30-pounder rifle:	
3¼-pound charges	78
Percussion shell	78
32-pounder:	
4½-pound charges	309
15-second shell	180
10-second shell	66
Solid shot	63
24-pounder howitzer:	
Charges fixed ammunition	13

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Additional report of Lieutenant-Commander Braine, U. S. Navy, requesting the promotion of Acting Ensign Smalley, U. S. Navy, for gallantry.

U. S. S. PEQUOT,
Cape Fear River, North Carolina, February 5, 1865.

SIR: I have heard from several sources of the bravery displayed by Acting Ensign Anthony Smalley of this vessel in the assault upon Fort Fisher, and have also been spoken to by Fleet Captain Lieutenant-Commander K. R. Breese, who is personally aware of his services.

I feel it my duty to bring the same officially to your notice, asking that this officer may be advanced to the grade of acting master for the part he took in the assault.

I refer to Fleet Captain Breese's endorsement* of this letter.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Yantic.

U. S. S. YANTIC,
Cape Fear River, North Carolina, January 28, 1865.

SIR: I have the honor to report the part this vessel took in the operations against Fort Fisher, New Inlet, North Carolina, on January 13 and 15, 1865:

At 8 a. m., January 13, anchored in line No. 1, close inshore to the northward of Fort Fisher, and assisted in landing troops and ammunition. At 4 p. m., got underway and stood in toward the batteries in line of battle No. 1, and at 5 p. m. anchored head and stern to the northward and eastward of Fort Fisher and opened fire. At 5:50, in obedience to signal, ceased firing, got underway, stood offshore and anchored.

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* Not found.

On the 15th, at 8:50 a. m., got underway, and in obedience to verbal orders from yourself, stood in toward the batteries and anchored head and stern to the northward and eastward of Fort Fisher, and immediately opened an effective fire with two IX-inch guns in port broadside, using 10-second fuzes. At 10:30 sent a landing party on shore composed of 42 men, in command of Acting Ensigns J. C. Lord and S. T. Dederer, and Acting Third Assistant Engineer George Holten, with orders to report to Lieutenant-Commander K. R. Breese (fleet captain). At 3:15, in obedience to signal, ceased firing.

I am happy to state that from the rapid and accurate fire of the fleet the enemy were completely driven from their guns, and have to report no casualties, with the exception of 3 men in the assault on Fort Fisher—2 killed and 1 mortally wounded (since dead). The conduct of the officers and crew was commendable. Being short of officers, Acting Assistant Paymaster Samuel B. Huey and my clerk, C. M. B. Harris, rendered valuable and efficient services.

I can not close this report without making special mention of Acting Ensign J. C. Lord, an officer of merit, and one whom I have always found prompt and energetic, ready for any service, and was a volunteer in the landing party from this vessel. He well deserves to be advanced a grade. Acting Third Assistant Engineer Holten was also a volunteer and had charge of the intrenching party. I have learned that he was always in the advance, cheering the men on and exposing himself in the most gallant manner. I trust that he may be made a Third Assistant Engineer in the regular service.

Very respectfully, your obedient servant,

T. C. HARRIS,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Assistant Surgeon Wheeler, U. S. Navy, regarding casualties on the U. S. S. Yantic.

U. S. S. YANTIC,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to report the following casualties on board this vessel, resulting from the attack by the naval forces on Fort Fisher, on the 15th instant:

Killed, 2: William Lemon, master at arms; shot through the head by musket ball. Thomas Williams, second-class fireman, shot through the head by musket ball.

Wounded, 1: James Martin, captain forecastle; reported wounded in the knee; yet missing [died on shore 20th].*

Missing, 1: Alexander Pierson, coal heaver; reported not injured this morning.

I am, very respectfully,

H. K. WHEELER,
Acting Assistant Surgeon.

Lieutenant-Commander T. C. HARRIS,
Commanding U. S. S. Yantic.

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* From log U. S. S. *Yantic*, January 22, 1865.

Report of Lieutenant-Commander Chandler, U. S. Navy, commanding U. S. S. Maumee.

U. S. S. MAUMEE,
Cape Fear River, February 4, 1865.

ADMIRAL: I have the honor to report the part taken by this vessel during the bombardment and fall of Fort Fisher:

On the 11th of January left Beaufort with a portion of the fleet and anchored outside the bar. At 7:45, on the morning of the 12th, in obedience to general signal, got underway and fell into position in line No. 1. In doing so, fouled the gunboat *Seneca*. On the 13th sent all the boats to assist in landing troops. At 5:10 p. m. anchored in line of battle with Fort Fisher bearing S. S. W. ½ W., 1,800 yards distant, and commenced firing. At 5:55 ceased firing and hauled off for the night. On the 14th, at 1:10 p. m., went on board of the flagship in obedience to signal and received your verbal order to go in as near as possible and endeavor to knock down the palisade around the fort; anchored ahead the *New Ironsides* and sent a line from this vessel's stern to the *Ironsides's* bow, and commenced a rapid and well-directed fire on the palisades, distant about 1,300 yards. At 6 p. m. the *Little Ada* brought orders to remain at anchor for the night, and to take up the fire for one hour in succession, the firing to commence with the leading vessel of the line. At 11 p. m. commenced the fire, and at 12 (midnight) the *Tacony* took it up. At 5:30 a. m., on the 15th, received orders by dispatch boat to haul out of line and fill up with ammunition. None of the ordnance vessels had 32-pounder ammunition, and some hours elapsed before I could find any. Spoke the flagship and was informed that it could be obtained from the U. S. S. *Alabama*. She was lying about a mile to the northward of eastward of the Half Moon battery; hauled alongside of her and filled up with ammunition. Received also from her a 30-pounder Parrott rifle, in place of our cracked one. As we were about casting off, a battery of three Whitworth guns opened on us from the beach, distant about 1,000 yards. Made signal to the *Cherokee* and *Governor Buckingham* to form a line of battle and led in to 3 fathoms of water, and in one-half an hour silenced the battery. Proceeded to my station in the line and found that the assault had taken place and saw the sailors retreating up the beach. At 10 p. m. the cheers from the fort and fleet announced that Fort Fisher was ours. On the 16th obtained some buoys from the *Santiago de Cuba* and a pilot from the flagship, and proceeded to sound and buoy the channel across the bar. Finished in time for several of the double-enders to run in, but the tide [was] too low to admit of this vessel's crossing. At 10 a. m., on the 17th, crossed the bar and anchored off Federal Point. On the morning of the 19th crossed the Rip and anchored in line of battle in Cape Fear River.

I can not speak in too high terms of the coolness and courage of the officers and men of this vessel during the several bombardments. All did their duty manfully.

The expenditure of ammunition from the 13th to 16th was as follows: 117 100-pounder rifle shells, 206 32-pounder, and 14 30-pounder rifle.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Sicard, U. S. Navy, commanding U. S. S. Seneca.

U. S. S. SENECA,
New Inlet, North Carolina, January 17, 1865.

ADMIRAL: I beg leave to submit the following report of the part taken by this vessel and her crew in the operations of the 14th and 15th instant. The *Seneca* was stationed near beach, with the vessels engaged in bombarding the northeast face of Fort Fisher:

About noon of January 14, being ordered to go up outside of the ironclads and to endeavor to destroy a portion of the stockade of the fort, I proceeded to my station, and anchoring (by signal), at 10-second range, opened fire on the stockade, and shortly after turned my fire upon the guns of the fort (by signal). For the remainder of the 14th, for two hours of the night and until about 3 p. m. of the 15th instant, I continued to fire at the guns on the northeast parapet of Fisher. During this time the *Seneca* fired 220 XI-inch shells and 30 20-pounder rifle projectiles. In the bombardment this vessel was struck by a rifle shot under the port fore chains (a glancing shot) and the rigging was slightly cut by pieces of shells fired by vessels outside of my position.

On the afternoon of the 15th instant I went on shore with 2 officers and 26 men, detailed from this vessel to take part in the assault on the fort.

My men formed with the second division (to which my vessel belongs) and advanced as far as the stockade, which runs from the eastern angle of Fisher toward the sea; there we were met by a severe fire. After a moment's pause we made an attempt to charge through a gap in the stockade, but the attempt failed, and at that moment the center of the line, being exposed to a very severe fire and being totally unprotected, standing on an open beach, retreated along the beach. My executive officer, myself, and 2 of my men, having cover at the stockade, remained there, with about 50 officers and men of the different divisions. Some other officers and men got cover behind sand knolls not far from us. Being too few in number to attempt any offensive operation, we were obliged to remain in our position until nightfall, when we came down the beach and rejoined the rest of the landing party.

I then assisted Lieutenant-Commander K. R. Breese in getting the sailors and marines into the intrenchments that covered the rear of the army. I remained there during the night (with my executive officer and 7 of my men) and returned in the morning to my vessel.

My casualties in the affair were 5 men wounded, 3 of whom I sent north in the *Quaker City*.

I desire to express my sense of the coolness and conduct of Acting Master William H. Maies (my executive officer). He was with me in the advance and behaved gallantly. Acting Ensign Thomas Mason and the men of the *Seneca* are reported by Mr. Maies as having behaved very well indeed.

Chief Boatswain's Mate Othniel Tripp, who charged through the gap in the stockade, I would bring to your notice as in my opinion deserving of a medal.

I am, very respectfully, your obedient servant,

MONTGOMERY SICARD,
Lieutenant-Commander, U. S. Navy, Commanding U. S. S. Seneca.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Assistant Surgeon Johnson, U. S. Navy, of the casualties of the U. S. S. Pawtuxet.

U. S. S. PAWTUXET,
January 16, 1865.

SIR: I have to report the following casualties occurring among the landing party from this vessel yesterday, January 15:

Wounded.—Walter Creswick, landsman, by a musket ball in calf of right leg, slightly; Auguste Flint, seaman, in the face, slightly.

Very respectfully, your obedient servant,

HENRY JOHNSON,
Acting Assistant Surgeon.

Commander J. H. SPOTTS, U. S. Navy,
Commanding U. S. S. Pawtuxet.

Abstract log of the U. S. S. Pawtuxet, Commander Spotts, U. S. Navy.

January 11, 1865.—At 5 p. m. the most part of the fleet proceeded outside the harbor (Beaufort).

January 13.—At 5:30 p. m. made the fleet off New Inlet. From 8 to midnight occasional firing from the monitors.

January 14.—At 7 a. m. got underway and steamed down toward the fleet; came to anchor near the flagship. At 11 a. m. the ironclad division opened fire on Fort Fisher. From 4 to 6 p. m. a detachment of the fleet bombarded Fort Fisher. From 6 to 8 p. m. occasional firing from the ironclads on Fort Fisher. At 11:30 p. m. sent first cutter and launch in charge of officers to the *Fort Donelson* in obedience to an order from the admiral.

January 15.—Commences and to 4 a. m. *Shennandoah* kept up a steady firing on Fort Fisher all the watch. From 4 to 8 a. m. firing from gunboats during the watch. At 10:30 a. m. the landing party left the ship in charge of Acting Ensign Slamm. A heavy firing kept up on Fort Fisher by the fleet. At 12:15 p. m. the frigates and large vessels went into the engagement. At 1:30 came to anchor and moored ship with kedge out aft and 20 fathoms of 5-inch hawser, ship's head bearing E. S. E. Commenced firing at the fort with the IX-inch guns. At 3 the flagship made signals. At 3:37 the whistles were blown and the admiral made signal. The troops and sailors charging the batteries and Fort Fisher. Occasional firing kept up by a part of the fleet on the left wing of the fort. At 4:30 p. m. the boats returned; 3 sailors wounded slightly (Auguste Flint, James Conolly, and Walter Creswick).

Report of Lieutenant-Commander Temple, U. S. Navy, commanding U. S. S. Pontoosuc.

U. S. S. PONTOOSUC,
Cape Fear River, January 20, 1865.

SIR: I have to submit the following report of the part borne by this vessel in the operations against the rebel works at Federal Point since the 13th instant:

At daylight of the 13th we got underway and stood in toward the beach in company with line No. 1 to cover and assist in the landing of the troops. Owing to the number of accidents which had happened to the 100-pounder Parrott rifles, and to your consequent recommendation

in General Order No. 78, as also to the fact that our station in the line brought us within easy range with the IX-inch guns, we placed the rifles fore and aft in the waterways on the disengaged side of the ship and brought all four of the IX-inch guns into battery on the engaged side. And the same arrangement was again made on the 15th, so that the rifles have not been used since Christmas. At 8:07 a. m. we came into position about 600 yards from the beach, moored the vessel head and stern, and opened fire on the shore, at the same time sending three boats to assist in taking the troops from their transports. At about 9 o'clock we ceased firing, as the army had effected a sufficient lodgment and no opposition was presented to them, and at 2:30 p. m. the boats returned to the ship, having accomplished the duty assigned them. At 4:40 we again got underway, in company with line No. 1, and moved down to a position near the ironclads (which were engaged in bombarding the fort), where we again moored, head and stern, and at 5:10 opened fire at a point 2,200 yards range upon Fort Fisher. At 5:40 p. m. we dropped out of action, in obedience to orders, and anchored for the night. There were expended in this day's firing 38 IX-inch shells, 5 shells from the 20-pounder rifled howitzer, and 1 from the 24-pounder smoothbore howitzer.

On the 14th we remained all day at anchor, being assigned to no part in the bombardment or elsewhere.

On the 15th we got underway at 8:50 a. m., stood in and anchored close under the stern of the *Ironsides*, with a kedge out astern, and opened on Fort Fisher with the IX-inch guns at 1,700 yards range. At 12 m. we shifted our position (by order) farther toward the beach, and continued firing at the fort until 2:15 p. m., when all the remaining IX-inch shells (275 of them) had been expended, and signal being made soon after to "cease firing," we did not have to resort to the 100-pounder rifles. In the meantime 40 of the men, armed with cutlasses and revolvers, under the command of Acting Ensign Louis R. Chester and Acting Master's Mate Thomas Brown, were landed at 10:25 a. m., to participate in the assault on the fort. All of this party eventually returned to the vessel; but Acting Ensign Chester and 6 men were wounded, 4 of them severely and 3 slightly.

On the afternoon of the 16th, in attempting to cross the bar, we got aground, but got off again without damage, and on the morning of the 17th we came inside and anchored.

I have again to report that the officers and men of this vessel behaved admirably throughout the whole affair, for, although the enemy's fire as directed toward this vessel was comparatively insignificant, yet it is reported to me by the officers who went with the assaulting party that our detachment displayed coolness and courage under a withering fire of grape, canister, and musketry from Fort Fisher, and that several of them were afterward prominent in bringing off the wounded. I would recommend Acting Ensign Chester to be examined (so soon as he shall have recovered from his wound) for promotion to acting master, not only for his share in this assault, but for his general qualities.

Respectfully,

WILLIAM G. TEMPLE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Report of Acting Assistant Surgeon Pierson, U. S. Navy, regarding casualties on the U. S. S. Pontoosuc.

U. S. S. PONTOOSUC,
Fort Fisher, N. C., January 26, 1865.

SIR: I have the honor to report the following casualties occurring among the officers and crew of the U. S. S. *Pontoosuc*, in the attack on Fort Fisher, on the 15th instant.

Louis R. Chester, acting ensign, gunshot wound of right thigh; severe.

John P. Errikson, captain of forecastle, gunshot wound of right elbow; severe.

Frank A. Pierce, landsman, gunshot wounds of left wrist and left thigh; severe.

George W. McWilliams, landsman, gunshot wound of left thigh.

Clark R. Caswell, landsman, contusion of left thigh by fragment of shell; slight.

Patrick McGrath, landsman, gunshot wound of right thigh; slight.

Francis McCoy, armorer's mate, gunshot wound over right eye; slight.

Respectfully, your most obedient servant,

W. H. PIERSON,
Acting Assistant Surgeon, U. S. Navy, U. S. S. Pontoosuc.

Lieutenant-Commander W. G. TEMPLE.

Additional report of Commander Temple, U. S. Navy commanding U. S. S. Pontoosuc, giving list of those recommended for medals of honor.

U. S. S. PONTOOSUC,
James River, Va., March 31, 1865.

SIR: After mature consideration and careful consultation with the officers of this vessel, I would recommend that medals of honor be awarded to the following men under my command for gallantry, skill, and coolness in action during the operations in and about Cape Fear River, which extended from December 24, 1864, to February 22, 1865, and which resulted in the capture of Fort Fisher and Wilmington, viz:

Robert M. Blair, boatswain's mate; Anthony Williams, sailmaker's mate; James W. Verney, chief quartermaster; Asa Betham, coxswain; John P. Errikson, captain of forecastle; Clement Dees, seaman (colored); George W. McWilliams, landsman, and John Anglin, boy.

Two of these men, John P. Errikson and George W. McWilliams, were so severely wounded in the naval assault upon Fort Fisher that they were sent to the hospital at Portsmouth, Va.; since which time I have not heard of them, and therefore can not say where they are to be found at present. All the others are still on board this vessel.

Respectfully,

WILLIAM G. TEMPLE,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Howell, U. S. Navy, commanding U. S. S. Nereus.

U. S. S. NEREUS,
Off Fort Fisher, January 16, 1865.

ADMIRAL: I have the honor to submit the following report of the part taken by this vessel in the operations against Fort Fisher on the 13th and 15th instant:

January 13, at 4:30 a. m., got underway and took station in the line of the first division. At 7:25 a. m. anchored and shelled woods. At 8:16 a. m. sent all boats to land troops. At 3:41 p. m. got underway and stood toward Fort Fisher, bringing up the rear of first division. Finding myself too far from the fort when my second ahead anchored, I endeavored to get between two small gunboats, but was constantly foiled by vessels which I had thought anchored moving in my way. Kept underway and stood toward head of line and fired between the vessels when an opportunity offered. At 5:22 p. m. signal was made "First division retire." Stood off, and at 6:45 p. m. anchored.

January 15, at 8:40 a. m., got underway by signal. At 9:30 a. m. anchored in 4 fathoms and opened fire on the northeast face of Fort Fisher. Trained the 60-pounder Parrott on a rebel steamer lying in the [Cape Fear] River, and fired 20-second shell. At the third fire the steamer moved off. At 10:25 a. m. sent 43 sailors and 15 marines on shore in charge of Acting Ensign E. G. Dayton, assisted by Acting Ensign George Anderson and Second Assistant Engineer Philip Eckenroth, all of whom volunteered for the service, and whom I beg leave to recommend as brave and zealous officers. Acting Master's Mate William Rushmore was left in charge of the boats. Kept up a fire, regulated by signals from flagship, until signal "Cease firing" was made. At about 10 p. m. heard cheering on shore, when we heartily joined in the demonstrations in honor of the capture of Fort Fisher and its dependencies.

The firing from the *Nereus* was very effective. I saw but one large gun (on the northeastern face of the fort) which was not injured in some way.

I desire to give credit to Acting Master E. L. Haines and Acting Ensign G. M. Smith for efficient service in charge of the main deck battery of 57 cwt. 32-pounders; to Acting Assistant Surgeon John K. Walsh and Acting Assistant Paymaster B. F. Munroe for skillful and kind attention to the wounded (of this and other vessels) who were brought here for treatment; to Senior Engineer W. Stephen Henton and his assistants; to Acting Master's Mate H. E. Giraud for his laborious attention, day and night, to the duties of signal officer; to Acting Master's Mates Cromack and Spencer for making some capital shots, and good conduct generally, and indeed to every officer and man in the ship. I know of no exception.

I wish to express my indebtedness to the executive officer of the *Nereus*, Lieutenant H. E. Mullan, and beg to recommend him to your favorable notice.

With congratulations on the glorious victory achieved by the united services, I am, admiral,

Very respectfully, your obedient servant,

J. C. HOWELL,
Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron, off Fort Fisher.

Report of Acting Assistant Surgeon Walsh, U. S. Navy, regarding casualties on the U. S. S. Nereus.

U. S. S. NEREUS,
New Inlet, North Carolina, January 16, 1865.

SIR: I beg leave to report the following casualties amongst the men ashore from this vessel:

Killed.—Frederick Untiedt, seaman; James Moran, coxswain; Patrick Murray, landsman.

Wounded.—Henry Myers, seaman, compound comminuted fracture of tibia from gunshot wound; John Ferguson, captain of forecastle, gunshot wound of foot. Isaac Hindman, seaman, gunshot wound of scalp.

Very respectfully, your obedient servant,

JOHN K. WALSH,
Acting Assistant Surgeon, U. S. Navy.

Commander JOHN C. HOWELL, U. S. Navy,
Commanding.

Report of Acting Assistant Surgeon Walsh, U. S. Navy, giving list of those transferred from the U. S. S. Nereus to the Norfolk hospital.

U. S. S. NEREUS,
Off Fort Fisher, N. C., January 17, 1865.

SIR: The following-named officers and men were received on board this ship on Sunday evening, and following morning transferred to *Santiago de Cuba* for passage to Norfolk hospital, viz:

R. D. Evans, ensign, U. S. S. *Powhatan;* John F. Merry, acting ensign, U. S. S. *Osceola;* Arthur F. Aldrich, acting master's mate, *Tuscarora;* William H. Terry, corporal marines, U. S. S. *Vanderbilt;* Henry Sigel, seaman, U. S. S. *Fort Jackson.*

Very respectfully, your obedient servant,

JNO. K. WALSH,
Acting Assistant Surgeon, U. S. Navy.

Commander JNO. C. HOWELL, U. S. Navy,
Commanding.

Minutes of bombardment, taken on board the U. S. S. Nereus.

January 13, 1865.—At 4:30 a. m. got underway and drifted. At 6:55 the *Brooklyn* fired the first gun, shelling the woods, followed by several other vessels. At 7:04 standing inshore; cleared away all boats ready for lowering. At 7:09 beat to quarters. At 7:25 came to anchor. At 7:40 opened fire with the 60-pounder and followed with the rest of the battery. At 8:16 called away all boats to land the troops. At 8:35 the troops commenced landing, the woods being shelled by the gunboats at the same time. At 8:40 the *Ironsides* and monitors opened fire on Fort Fisher. At 9:04 this vessel ceased firing by signal from flagship. At 11:30 one of the frigates opened fire on Fort Fisher. Weighed the stern anchor. At 3:41 p. m. hove up the anchor and started in line toward Fort Fisher; nearly all the troops on shore. At 4:44 p. m. several of the large vessels opened on Fort Fisher. At 5:16 p. m. opened on the fort with the 30-pounder forward, and followed with the 60-pounder. At 5:22 the admiral signaled, "First division retire." We then stood offshore. At 6:36 ran the main-deck battery out and closed the ports. At 6:45 came to anchor.

January 14, 1865.—At 10:40 a. m. hove up the anchor. At 10:55 came to anchor again. At 1 p. m. got underway to get in line. At 1:34 came to again.

January 15.—At 8:35 p. m. hove up the anchor. At 8:40 flagship made signal, "Repair on board." At 9:10 Captain Howell returned on board with a mail. At 9:30 commenced firing and came to anchor in 4½ fathoms water within half a mile of Fort Fisher. A rebel steamer was discovered in the river back of the fort; directed the fire of our forward rifle guns at her, which caused her to haul over to the other

side of the river. At 10:05 the flagship made signal to have the landing parties ready. At 10:25, in obedience to signal, sent our boats, containing 50 seamen and marines, to join in the landing, under command of Acting Ensign E. G. Dayton, assisted by Acting Ensign George Anderson and Master's Mate William Rushmore. At 10:45 the seamen and marines commenced landing, a sharp fire being kept up on the fort all the time. At 12:30 the rebels opened fire with one small gun from the fort on our men, and shortly afterwards a wounded man was carried along the beach. At 1 p. m. the *Brooklyn* got into action again, veered chain, as the ship was dragging, and the admiral signaled, "Fire rapidly." At 1:45 p. m. the first division of seamen and marines marched up the beach toward the fort. At 1:55 the second division followed. At 2:20 the soldiers and seamen were marching up to storm Fort Fisher. At 2:45 the admiral again signaled, "Fire rapidly." At 3:35 the assault was made (the vessels ceased firing) on the fort, the seamen going up toward the sea front and the soldiers to the rear of the fort. The rebels opened a murderous fire of musketry, grape and canister, on the seamen, so that they were compelled to fall back. At 3:40 the soldiers were mounting the mounds of the fort very rapidly, and commenced fighting with the rebels. At 4:10 the rebels opened fire with one gun on the troops. The *Pequot* was disabled and towed outside of the line of fire; the *Ironsides* and a few other boats kept a sharp fire on the sea front of the fort, where the rebels were using the gun against our people. At 5:40 Mr. Rushmore returned on board, bringing 2 of our men wounded, and reported 4 of our men killed. At 6:35 the launch came off (towing one of the cutters), having 9 persons in.

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Abstract log of the U. S. S. Nyack, Lieutenant-Commander Newman, U. S. Navy.

December 30, 1864.—Lying at anchor off Fort Caswell. At 10:30 a. m. a steamer showing the Confederate flag made its appearance and came to anchor under Fort Caswell.

January 13, 1865.—Off Fort Caswell, Wilmington Bar. Heavy firing heard in the direction of Fort Fisher. A rebel steamer seen inside the river.

January 14.—Heavy cannonading in the direction of Fort Fisher. At 3 p. m. black smoke appeared rising from the fort.

January 16.—Cruising off the bar. At 10:20 p. m., a blockade runner being heard and seen inshore, went to quarters. At 10:50 gave up the chase and stood inshore.

January 17.—At 1:20 a. m. a fire broke out in Fort Caswell and at 1:30 a heavy explosion was heard and seen, followed by a succession of explosions and fires, which lasted during the entire watch. At 10 a. m. two explosions took place at Fort Caswell. At 4 p. m. discovered our fleet lying inside of Fort Fisher.

Report of Commodore Lanman, U. S. Navy, commanding second division, transmitting minutes of bombardment taken on board the U. S. S. Minnesota.

U. S. S. MINNESOTA.

Off New Inlet, North Carolina, January 17, 1865.

ADMIRAL: I have the honor to submit the accompanying minutes, taken on the quarter-deck of this vessel on the 13th and 15th of January, 1865, during the bombardment of Fort Fisher. Also the reports from several officers of this ship.

As in my report of the action of the 24th and 25th of December, it gives me great pleasure to state that in the recent engagement the conduct of all the officers, men, marines, and boys on board the *Minnesota* was entirely satisfactory. Every one performed his duty to the utmost of his ability.

Considering the absence of so large a number (240 officers and men) for the assaulting party on the 15th instant, the working and practice of the guns could not have been better, and many excellent shots were made. In a word, all performed their duty in the most creditable manner.

Agreeable to signal on the 15th instant, the boats left with the assaulting party fully equipped, all under the command of Lieutenant-Commander James Parker, whose official report I shall have the honor to forward.

It may be proper to mention that with the assaulting party of sailors and marines were a number of firemen and coal heavers from the engineer department.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Enclosure.]

Minutes, January 13, 1865, by O. B. McCurdy, captain's clerk.

Fort Fisher bearing S. W. by W., 8 miles distant.

At 5 a. m. got underway, standing inshore.

At 7 a. m. beat to quarters and prepared for action.

At 7:20 a. m. U. S. S. *Brooklyn* opened fire upon the woods.

At 7:30 a. m. hailed by an officer, ordering to intercept the *Brooklyn* and anchor as close ahead of her as possible.

At 8:15 a. m. flagship made signal to anchor 800 yards ahead of the *Brooklyn*.

At 8:30 a. m. the *Minnesota* commenced shelling the woods; fired very slowly.

At 8:35 a. m., Fort Fisher bearing S. W. by W., wind W. N. W., let go the kedge about 800 yards ahead of the *Brooklyn* and from 800 to 1,000 yards from the beach, with the *Colorado* on our port quarter.

At 8:40 a. m. let go port anchor.

At 8:45 a. m., agreeable to signal from flagship, lowered and got out all boats (eleven).

At 9:05 a. m. general signal to cease firing.

At 12:10 p. m. dinner at quarters.

At 3:05 p. m. signal from flagship to recall all boats.

At 3:10 p. m. signal to get underway. Stern hawser got foul of the rudderpost.

At 4 p. m. boats returned.

At 5:20 p. m. took position on starboard quarter of the *Colorado*, Fort Fisher bearing W. by S.; Mound W. S. W., wind S. W., and let go the kedge about 1,500 or 1,600 yards from the fort.

At 5:25 p. m., as soon as the guns bore upon Fort Fisher, the *Minnesota* opened fire.

At 5:30 p. m. let go port anchor.

At 6 p. m. hailed by an officer ordering to cease firing and drop out of action.

Hove up anchor, and at 6:40 p. m. retired, steaming out about 3 miles to the northward and eastward of Fort Fisher.

JANUARY 15, 1865.

Fort Fisher bearing S. W. by W., 3 miles distant.

At 3:50 a. m. called all hands.

At 5 a. m. got underway.

At 7:35 a. m. out all boats.

At 7:45 a. m. hailed by tug and ordered to send picks and spades with landing party.

At 7:55 a. m. beat to quarters.

At 8:15 a. m. signal from flagship to "remain where you are (about 2 miles from the fort) in close order."

At 9:15 a. m. signal from the flagship for the *Minnesota* alone to proceed and take position.

At 9:25 a. m. hailed by an officer and ordered to fire by divisions, and to endeavor to dismount the guns on Fort Fisher.

At 9:35 a. m. Fort Fisher bearing S. W. by W. ½ W., distance about 1,400 yards, Mound S. W. ½ W., wind light to the northward and westward; let go the kedge and run out a spring to the *New Ironsides*.

At 9:45 a. m. let go port anchor and opened fire by divisions upon Fort Fisher; saw men ascending the Mound.

At 9:55 a. m. general signal to man and arm all boats.

At 10 a. m. U. S. S. *Colorado* passed on our port bow, opening fire as soon as she passed and took position.

At 11 a. m. all boats with the assaulting party, under the command of Lieutenant-Commander Parker, left the ship.

At 12:20 p. m. dinner at quarters.

At 12:25 p. m. signal from flagship to fire rapidly.

At 12:30 p. m. hailed by an officer, ordering to fire rapidly, accurately, and at the fort.

At 12:40 p. m. signal from flagship to fire more deliberately.

At 1 p. m. hailed by tug and ordered to fire slowly, and to look out for signal to fire rapidly again.

At 1:20 p. m. hailed again and ordered to fire rapidly.

At 1:30 p. m. signal to fire more rapidly.

At 2:15 p. m. U. S. S. *Brooklyn* carried away our hawser, causing the ship to swing out of range.

At 2:35 p. m. sent boat to the *New Ironsides* to cast off our hawser.

At 2:40 p. m. signal from the flagship to fire rapidly.

At 3 p. m. blew the steam whistle, the signal that the assault was being made.

At 4 p. m. flagship made signal to cease firing.

At 6:15 p. m. hailed by tug and ordered to open fire upon the low ground between Fort Fisher and the Mound, as the rebels were landing troops there. Sent hawser to the *Brooklyn* to spring ship.

At 7:15 p. m. opened fire and fired rapidly.

At 8 p. m. parted our hawser and ceased firing.

At 8:20 p. m. hailed by an officer directing to fire more to the left than before, the 150-pounder Parrott gun alone bearing.

At 9:30 p. m. made signal to flagship that there was musketry firing between the fort and Mound.

At 10 p. m. fort surrendered. Blew whistle and fired rockets and cheered ship.

Very respectfully submitted.

JOSEPH LANMAN,
Commodore, Comdg. Second Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Additional report of Commodore Lanman, U. S. Navy, commanding U. S. S. Minnesota, in commendation of certain officers of that vessel.

U. S. S. MINNESOTA,
Off Fort Fisher, N. C., January 17, 1865.

ADMIRAL: I have the honor herewith to enclose a very interesting report from Lieutenant-Commander James Parker, the executive officer of this ship, who, immediately upon the receipt of your General Order No. 81, volunteered to command the assaulting party; and as I was not aware to whom it was designed to give the command, I consented to the request of Lieutenant-Commander Parker. He devoted himself to the selection of the men and the thorough organization of the party from this ship, and was indefatigable in having every arrangement complete for the success of your plans for the assault. I need not refer to his course of action after he had landed, upon learning that Lieutenant-Commander Breese, fleet captain (his junior in rank), was to have the command of the expedition. I think Lieutenant-Commander Parker's decision (to waive rank) was highly honorable and creditable to him.

Acting Ensign James Birtwistle and Acting Ensign F. A. O'Connor have for some months been watch officers under my command. I have ever found them attentive to their duty and perfectly correct in their official and gentlemanly deportment; also Acting Master's Mate Joseph M. Simms is a most worthy and correct young man. These gentlemen are, in my opinion, most justly worthy of the high encomium bestowed upon them for their gallantry in the sanguinary assault upon the fort.

As it would not have been becoming of Lieutenant-Commander Parker to speak of himself, I have conversed with Acting Ensigns Birtwistle and O'Connor in regard to the conduct of Lieutenant-Commander Parker during the assault. These gentlemen represent him as most conspicuous for bravery and daring. In their opinion no person could possibly have been more so. He endeavored to rally and urge on his men to the utmost of his ability, and, in short, they represent his whole course as most highly meritorious.

In conclusion, I am pleased to say that I am much indebted to Lieutenant-Commander Parker for his able assistance as executive officer, finding him ever ready to perform his whole duty, and this, too, at a time when he thought himself in a humiliating position, having so lately been deprived of a handsome command.

In view of this most creditable record, I would respectfully request that Lieutenant-Commander Parker may have your most favorable and honorable consideration, though I am aware that it is only necessary to bring these facts to your notice to insure all that he could desire.

The conduct of Captain Butler and Lieutenant Woodward is represented as having been highly commendable; also, from the report of Lieutenant Woodward, Acting Ensigns Birtwistle and O'Connor, and their sad but conclusive testimony of finding so many (five or six) dead bodies of our crew within 30 to 50 feet of the stockade, and more than 20 of our wounded men, I am induced to believe that a large number of the *Minnesota* were well in the advance, which is so very much to their credit, and I trust may be brought to your notice.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Division, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Parker, U. S. Navy, commanding assaulting party from the U. S. S. Minnesota.

U. S. FRIGATE MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to submit the following report of the part taken by the officers and men detailed from this ship in the assault upon Fort Fisher:

The party consisted of 190 officers, sailors, and firemen, and of 51 marines.

The sailors were divided into four companies, to which proper sergeants and corporals were assigned. Very many of the men had been in the Army; such as had been were armed with Sharps rifles, and the rest with cutlasses and revolvers or pistols.

The first company (49 men) was commanded by Lieutenant E. T. Woodward.

Second company (47 men), Acting Ensign James Birtwistle; third company (47 men), Acting Ensign F. A. O'Connor; fourth company (44 men), Acting Master's Mate Joseph M. Simms; the marines (50 men), Captain George Butler.

Assistant Surgeon William Longshaw, jr., accompanied the party to take care of the wounded, and Sailmaker Thomas O. Fassett to remain in charge of the boats.

The whole party, 241 in all, was under my command.

We left the ship at 11 a. m., and landed on the beach about one mile and a half from Fort Fisher.

Upon landing, I found that the whole assaulting party had been placed by the admiral under command of Lieutenant-Commander K. R. Breese, the fleet captain. I am his senior, but I decided to act as his subordinate on this occasion, and to go with my men.

The sailors were formed in three divisions, according to the divisions of the fleet, each division under the command of the senior officer from that division. The marines formed a separate division under the command of their senior officer. The men were formed in column and advanced up the beach toward Fort Fisher some distance. The enemy opened upon us with shell and grape, and it was deemed advisable to form in line. This was done, the marines in front, and then the march toward the fort was resumed by the right flank of companies. Discovering that the beach offered some protection to the force, the flank march was again resumed, and we went along the beach close to the water's edge, until about half a mile from the fort. Here the men were ordered to lie down under cover of the crest of the beach to await the assault of the army. The enemy kept up the fire with their rifles and occasionally treated us to a stand of grape, while the shells of the fleet passing over us on their way to the fort made horrid music, and some few, bursting prematurely, scattered their fragments rather nearer than was agreeable.

About 3 o'clock the troops were observed moving to the assault, and the order was given to the sailors and marines to advance.

This they gallantly and rapidly did, under a very heavy fire of musketry and occasional grape from the enemy, which became very hot as soon as the fire from the fleet ceased.

The assaulting column pressed forward until we reached the palisades of the fort at their point of junction with the beach, and a few of the officers and men pressed beyond them a few yards.

Here the fire of the enemy became so hot that the advance along the beach was checked, and the direction of the advance was changed along the palisades.

Many officers and men had been killed, and large numbers wounded. I had been fortunate enough to reach the palisade in safety, and was among those at the point nearest the fort. Quite a large number (perhaps 200) of officers and men were congregated along the palisades. All the officers from this ship, including Captain Butler, of the marines, were there except Lieutenant Woodward, and the latter was near some sand hills only a few yards off. Very nearly all our sailors were there, and some of our marines.

For some cause or other, the mass of the sailors and marines had halted nearly a quarter of a mile to the northward and laid down under cover of the crest of the beach.

While reconnoitering through the palisades, I observed quite a number of the enemy upon the parapet of the fort without arms in their hands, waving their hats to us as if desirous to surrender.

I gave the order to advance, and advanced, followed by quite a large number of officers and men to the top of the sand hill, and partly through the breach there in the palisades. As I did so I turned to see if the others were following, and to my surprise I saw that, seized with a panic, the men were retreating on the run. Only about 60 remained with me. I tried, and so did others, in vain to rally them, and finding that the enemy were concentrating their fire upon those who remained, I ordered these behind the palisades and went myself.

Here the party remained until dark, when we came safely away, bringing with us our wounded, our arms, and our colors.

It gives me great pleasure to testify to the gallant conduct of all the officers and most of the men from this ship. It is my belief that nearly all the men reached the palisades. Of about 20 to 25 (not more than the latter number) dead that fell at that point, 8 were sailors of the *Minnesota*.

The conduct of Acting Ensigns James Birtwistle and Frederick A. O'Connor, and of Acting Master's Mate Joseph M. Simms, was splendidly gallant. They were all wounded, Messrs. O'Connor and Simms being struck down at my side on the sand hill referred to, and Mr. Birtwistle while vainly endeavoring to rally the men.

I earnestly ask that they all be recommend for promotion. The first two named hold their present appointments as a reward for gallant conduct under fire. All three richly merit such reward.

Captain George Butler, of the marines, also deserves mention for coolness and bravery. He reached and remained near the palisades and a short distance inside them.

Lieutenant E. T. Woodward behaved bravely.

I regret to report the death of Assistant Surgeon William Longshaw, jr. He was always near the front with instruments and tourniquets, and was bending over a wounded and dying man when he was shot in the head and instantly killed. Their bodies were found together after the battle. His bravery was conspicuous, and he nobly discharged the duties of his office.

The following-named of the sailors and marines of this ship greatly distinguished themselves by their bravery. They deserve promotion and medals:

Charles Mills, seaman, charged up to the palisades and remained there when the panic seized the men. At the risk of his life he remained with and assisted Acting Ensign O'Connor (wounded) from the field after dark.

Thomas Conner, ordinary seaman, did the same, and, with others, brought off Acting Master's Mate Simms (wounded). The latter had to be carried.

David L. Bass, seaman; Franklin L. Wilcox, ordinary seaman; Thomas Harcourt, ordinary seaman, and Gordon H. Barter, landsman; Corporal John Rannahan and Privates John Shivers and Henry Thompson all behaved bravely. They were the only three marines that I noticed at the front. Thompson got nearer the fort than any one from our ship by a few yards. They all remained there when the panic carried the mass away.

I regret to report that Claus Zerks, seaman; George T. Price, ordinary seaman; Joseph Mullen, landsman; Andrew Forman, landsman; John W. Shepperd, landsman; William Burke, private marine; Daniel O'Neal, private marine—7 in all—were killed in the assault; and that Francis Foster, seaman; William Johnson, seaman; Charles Freeman, seaman; James Dillon, seaman; Henry Wallace, seaman; John Cavanagh, seaman; Louis Ginbertier, seaman; Joseph Dove, ordinary seaman; George Blake, ordinary seaman; John Haggerty, landsman; John Jackson, landsman; William Lonsdale, landsman; Frank Davis, landsman; John Klain, landsman; Joseph Simmerman, private marine; Nathaniel O'Donnell, private marine; Thomas O'Leary, corporal; John A. Haskins, ordinary seaman; John Calhoun, private marine; John McKay, seaman, and Edward O'Brien, private marine, and William Duggan, private, were wounded—25 in all. Total killed and wounded, inclusive of Assistant Surgeon Longshaw, killed, Acting Ensigns Birtwistle and O'Connor, and Acting Master's Mate Simms, wounded, 33.

In conclusion, allow me to say that although unsuccessful, our naval assault was productive of much good, for it kept a large force of the enemy at that angle of the fort and proportionately decreased the force the army had to contend with.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander and Executive Officer.

Commodore JOSEPH LANMAN,
Commanding Minnesota.

Report of Lieutenant-Commander Parker, U. S. Navy, of the assault by naval forces upon Fort Fisher.

U. S. SHIP MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

ADMIRAL: I have the honor to submit the following in regard to the assault made upon Fort Fisher on the 15th instant by the officers, sailors, and marines of the fleet under your command, who were detailed for the performance of that duty:

The signal for landing was made at about 10 o'clock a. m.; by noon all were landed and formed on the beach.

I found Lieutenant-Commander K. R. Breese representing you in the command. Although I am his senior, still, as you had assigned him to the command, I at once decided to act as his subordinate.

The sailors were formed in three divisions, according to the divisions of the fleet. To Lieutenant-Commander C. H. Cushman was assigned the command of the first division; the command of the second division fell to me; that of the third division to Lieutenant-Commander Thomas O. Selfridge. The marines formed a fourth division, under command of Captain L. L. Dawson, of the *Colorado*.

After assembling the several divisions on the beach, they were all marched by the flank to a point about a mile from Fort Fisher, and

they were formed in parallel lines, perpendicular to the beach and to the fire of the fort; the marine division in the front, and the others in the order of their numbers.

The men who had been detailed for intrenching duty had, as soon as landed, been sent forward under command of Lieutenant S. W. Preston, and, under a brisk fire of grape and musketry from the fort, been engaged in digging rifle pits.

By the time this last formation was had, the enemy had opened upon us with grape and shell, and from this time out we were constantly under fire.

After forming, the force was marched to the front by the right flank of companies, until near enough for the enemy to open upon us with rifles, when the divisions were again marched by the left flank along the beach until about half a mile from the fort, where the men were ordered to lie down under cover of the crest of the beach to await the assault of the army.

The force thus rested for about half an hour, all the time under a fire of musketry and occasionally grape from the fort, by which several were wounded, and, I believe, one or two killed. At the same time the fleet was firing over us at the fort, and many shells bursting prematurely scattered their fragments in alarming proximity.

I append a plan showing the line of march from the time of landing.

At about 3 o'clock, the army was observed moving to the assault, and the order was given for the sailors and marines to advance. This they gallantly did, cheering as they went "on the run" (by the flank) along the beach, and in a short time reached the point "A," marked upon the plan, at which the palisades of the fort join the beach. As soon as the fleet observed that the assault had begun, the steam whistles were sounded, and the firing at the fort completely ceased. Observing this, the enemy opened a heavy fire upon us of musketry and grape, which soon became very hot. A few of the officers and men pressed beyond the palisades, but the advance along the beach was there checked, and turned along the palisades toward the fort. In the hurry of the advance, the different divisions had somewhat intermingled, and a large number of officers and sailors and a few marines were thus congregated at "A," and almost every shot from the enemy carried its message of wound or death to some one of our number. Lieutenants Preston and Porter and Acting Ensign Wiley (of the *Montgomery*) had fallen, dead; Lieutenants Lamson and Bache and many other officers, both regulars and volunteers, had been wounded, and many men had been killed and wounded.

Seeing the advance had been checked, the rear also at once halted, and sought the cover of the crest of the beach. Quite a large space was left between that part of the force congregated at "A" and the rest of it. The marines, with a few exceptions, were quite far down the beach. I desire to name Captain George Butler and Lieutenant William Wallace as being at the front.

At this time Lieutenant-Commander Breese, who had been all the time in the front of the advance, endeavored to bring the rear forward, but without avail. The officers and men at the point "A" withstood for a long time the hot fire of the enemy, now not more than 60 or 70 yards off from us, without being able to return it.

I had been fortunate enough to reach unhurt the point "B," marked upon the plan, and at this time (observing some rebels upon the parapet of the fort who were seemingly unarmed, waving their hats to us, and beckoning us forward) gave the order "Forward," and advanced,

followed by many officers, both regular and volunteer, and men, including a few marines. As I did so, I turned to see if the rest of the men were following, and to my intense surprise and mortification saw that a panic had seized the force and that they were ingloriously flying along the beach away from the fort. Some of the officers (prominent amongst whom I observed Lieutenant-Commander Selfridge) tried to rally them, and their fellow-men who were near me reproached them for their shameful conduct, but in vain—all but about 60 fled. The enemy began to cheer, and at once concentrated their whole fire upon the small band who had not fled. In an instant four officers, Lieutenant-Commander Cushman, Acting Ensign Frederick A. O'Connor, Acting Master's Mate Joseph M. Simms, and [Arthur F.] Aldrich (of the *Tuscarora*) were wounded, and fell at my side. I saw that any further attempt at advance would, with our small number, be folly, and so ordered all who were left to seek the protection of the angle ("B") of the palisades. This we did, and remained there until dark, all the while exposed to the enemy, who never failed to fire at any one who showed himself. After dark we all came safely away, bringing our wounded, our colors, and our arms.

Five gallant fellows, viz, Acting Ensign George T. Davis, of the *Wabash*, Acting Master's Mate Aldrich, of the *Tuscarora*, Louis C. Shepard, sailor, of the *Wabash*, one man (name unknown to me), a petty officer from the *Tacony*, and Private of Marines Henry Thompson, of the *Minnesota*, got a few paces beyond "B." Mr. Aldrich was severely wounded, and the petty officer was killed.

I am utterly at a loss to explain the panic which, after they had so gallantly charged up to the enemy's works, and the prospect of success was so good, seized upon the force. It was certainly not want of courage, for during the long time the column had been under fire not a man had wavered; and the advance to the assault was as splendid as could have been made by veterans.

Lieutenant-Commander K. R. Breese, who commanded the assaulting party, added to his already well-earned and established reputation for bravery and cool judgment in battle. He led the advance to the palisades, and when he saw the rear delaying, endeavored, sword in hand, to bring them forward to our support. Failing to accomplish this, he returned, under a shower of bullets directed at him alone, to the sand hills at "C," and when it seemed no longer useful to remain there, coolly followed the retreated mass. How he escaped death is a marvel to me.

Lieutenant-Commanders Charles H. Cushman (wounded) and Montgomery Sicard; Lieutenants N. H. Farquhar, R. H. Lamson, Smith W. Nichols, and John R. Bartlett; Acting Master W. H. Maies (of the *Seneca*); Acting Ensigns George T. Davis (*Wabash*), James Birtwistle, and F. A. O'Connor (*Minnesota*); Dayton, of the *Nereus*, and an acting ensign from the *Gettysburg* (whose name Lieutenant Lamson will supply); Acting Master's Mate Joseph M. Simms (*Minnesota*), and [Arthur F.] Aldrich (*Tuscarora*), both wounded, all behaved very gallantly, and did not retreat until I ordered them, after dark, to do so. I have named them because they are all known to me. There were others there, equally brave and worthy, whose names, unfortunately, are not in my possession.

I have called the attention of my commanding officer (Commodore Lanman) to Acting Ensigns Birtwistle and O'Connor. Both these gentlemen hold their present appointments as a reward of gallant conduct under fire. They are both competent, intelligent, and perfectly

correct young men; and they well deserve another step upward. I earnestly press them upon your notice.

Acting Master's Mates Joseph M. Simms and [Arthur F.] Aldrich (*Tuscarora*) are fine young men. Simms I personally know to be eminently worthy; of Aldrich, Commander Frailey, of the *Tuscarora*, speaks in high terms. Both were severely wounded while in the extreme front; both richly merit their promotion.

I desire to say a few words in respect to Acting Volunteer Lieutenant-Commander Joseph D. Danels, of the *Vanderbilt*. He came ashore in command of the party from his vessel, and was of my division. Although fitter for the sick bed of a hospital than for the field, he persisted in going to the assault. He started with us, marched until his strength gave out and his weak body was unable to carry his brave heart forward, when by my orders he went into the trench thrown up by Lieutenant Preston's party. It was no fault of his that he was not found in the front of the advance when the order to charge came.

Of those gallant dead the country may well be proud. They can be illy spared, but their names will be treasured as an inspiration for the future.

Preston and Porter were killed at the front, and Assistant Surgeon William Longshaw, jr., after adding to the reputation for bravery which he gained under fire of the batteries at Charleston while serving on board the ironclad *Lehigh*, was shot by the enemy as he was binding up the wounds of a dying man. Their dead bodies were found lying side by side the next morning.

It is painful to write such a record, but I feel compelled to state that I often saw the rebels deliberately fire in squads at the wounded who were endeavoring to crawl away.

I can not close this report, admiral, without saying that, although our naval assault did not meet with the success you hoped for, still it was of vast service to the country. I have conversed, since the fort was taken, with many rebel officers and men (prisoners), and all are unanimous in saying that a large part of their force was kept at the sea face to resist our attack. I know that a large force was there to resist us. It is no detraction from the eminent skill and bravery displayed by our brethern of the Army to claim this much credit for our sailors.

I had hoped to send you a complete list* of all those who were not affected by the panic and remained at "B." One was taken, but I am not able now to learn who has it. It will doubtless be found, and I shall forward it whenever it is found.

I congratulate you, sir, upon the great victory which the fleet under your command has, in conjunction with the Army, so gloriously won, and am,

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

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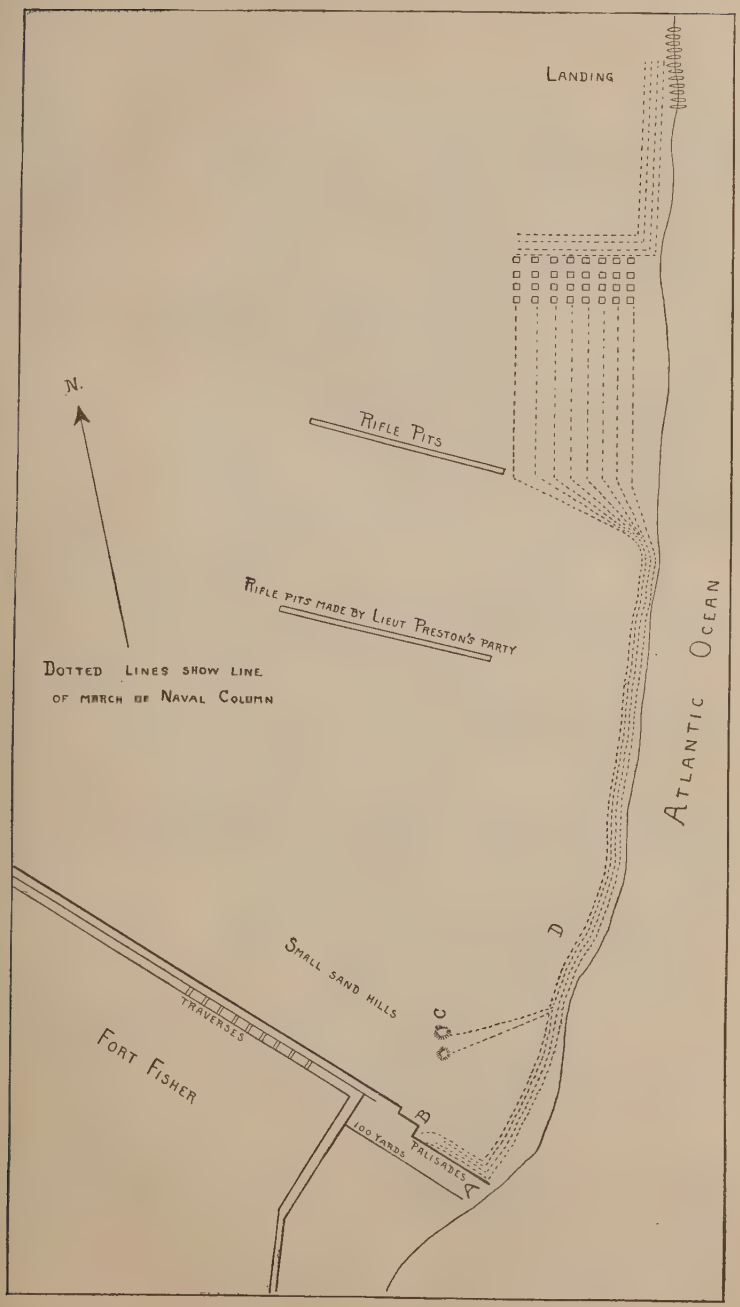
*See p. 514.


LANDING
N.
RIFLE PITS
RIFLE PITS MADE BY LIEUT PRESTON'S PARTY
DOTTED LINES SHOW LINE OF MARCH OF NAVAL COLUMN
ATLANTIC OCEAN
D
SMALL SAND HILLS
C
TRAVERSES
FORT FISHER
B
100 YARDS
PALISADES
A

Report of Lieutenant-Commander Parker, U. S. Navy, commending certain officers for gallantry.

U. S. S. MAUMEE,
James River, Virginia, March 10, 1865.

ADMIRAL: In my report dated January 16, 1865, I made mention of a list of officers and men who had not fled. So far as I am aware the list has not been found; but several names have been brought to my knowledge of officers who distinguished themselves on that occasion and who, in the hurry of making the reports, were not mentioned.

Acting Ensign (regular) R. D. Evans was wounded in the leg just after reaching the end of the palisade. He bound up the wound with his handkerchief, and then pressed on until he fell with a second wound in the kneejoint. From all I can learn his bravery and determination to enter the fort were equaled by few and excelled by none. He now lies in a critical state at the naval hospital, Norfolk.

Acting Ensign John F. Merry, of the *Osceola*, was also wounded, and like Acting Ensign Evans pressed on until a second wound prevented him from making further progress.

Acting Ensign Perry, of the *Colorado*, also behaved gallantly, as did Acting Master's Mate James G. Paine, of the *Mohican*.

I have the honor to request that this may be forwarded to the Department as a supplement to my report of January 16, and am,

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Parker, U. S. Navy, forwarding report of ammunition expended.

U. S. FRIGATE MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I enclose report of the gunner of the ammunition expended on board this vessel during the action of the 13th and 15th instant. There is nothing to report in the other departments.

So far as I observed, every officer and man did his utmost to bring about the glorious victory that has been achieved.

It only remains for me to congratulate you upon the happy termination of the "Wilmington expedition."

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant-Commander and Executive Officer.

Commodore JOSEPH LANMAN,
Commanding Minnesota.

[Enclosure.]

Report of ammunition expended on board of the U. S. frigate *Minnesota* on the 13th and 15th instant at the bombardment of Fort Fisher, viz:

XI-inch charges, 15 pounds	70
IX-inch charges, 10 pounds	1,495

150-pounder charges, 16 pounds	49
150-pounder charges, 12 pounds	40
Total pounds of powder	17,264
XI-inch shell, loaded and fuzed	70
IX-inch shell, loaded and fuzed	1,495
150-pounder shell, loaded and fuzed	89
Total number of shots	1,654

Very respectfully submitted, January 16, 1865.

ROBERT H. CROSS,
Gunner.

Commodore JOSEPH LANMAN,
Commanding U. S. Frigate Minnesota.

Report of Commodore Lanman, U. S. Navy, giving a corrected list of casualties on the U. S. S. Minnesota.

U. S. S. MINNESOTA,
At Sea, January 19, 1865.

ADMIRAL: I have the honor to herewith forward a correct list of casualties during the recent engagement with Fort Fisher. There were some unavoidable errors in my last. I believe this to be correct. The following are the corrections made in the list of January 16:

Edwin Bowman, seaman, reported killed, not dead.

Henry T. Ogier (seaman), Charles Divers (seaman), and Claus Zerks (seaman), not reported, were killed.

William Duggan (marine), Nathaniel O'Donnell (marine), and John Calhoun (marine), not reported, were wounded.

John Williams, 4th (seaman), and Charles H. Thomas (colored seaman), not reported, are missing.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Division, North Atlantic Squadron.

[Enclosure.]

KILLED.

Name.	Rate.	Remarks.
William Longshaw, jr	Assistant surgeon	In action.
Claus Zerks	Seaman	Do.
Charles Divers	do	In explosion.
Peter Brown	do	Do.
Henry T. Ogier	do	Do.
Thomas Dougherty	Captain forecastle	Do.
John Rose	Ordinary seaman	Do.
George T. Price	do	In action.
Charles Wilson	do	In explosion.
John W. Shepperd	Landsman	In action.
Joseph Mallen	do	Do.
Andrew Forman	do	Do.
John H. C. Haswell	do	In explosion.
Daniel O'Neil	Marine	In action.
William Burke	do	Do.

Total in action	8
Total in explosion	7

WOUNDED.

Name.	Rate.	Remarks.
James Birtwistle	Acting ensign	In action.
Fred. A. O'Connor	do	Do.
Joseph M. Simms	Acting master's mate	Do.
Charles Freeman	Seaman	Do.
Francis Foster	do	Do.
John K. Cavanagh	do	Do.
Henry Wallace	do	Do.
William Johnson	do	Do.
Lewis Ginbertier	do	Do.
James Dillon	do	Do.
John McKay	do	Do.
Joseph Dool	Ordinary seaman	Do.
George Blake	do	Do.
John L. Hawkins	do	Do.
John Jackson	Landsman	Do.
Frank Davies	do	Do.
William Lonsdale	do	Do.
John Klain	do	Do.
John Haggerty	do	Do.
Daniel O'Kane	do	In explosion.
Thomas O'Leary	Corporal of marines	In action.
Joseph Simmerman	Marine	Do.
John Calhoun	do	Do.
Edward O'Brien	do	Do.
William Duggan	do	Do.
Nathaniel O'Donnell	do	Do.

Total wounded in action 25
Total wounded in explosion 1

MISSING.

Name.	Rate.	Remarks.
John Williams, 4th	Seaman	Nothing known definitely in regard to these men.
Charles H. Thomas (colored)	do	

Total missing 2

RECAPITULATION.

Total killed 15
Total wounded 26
Total missing 2

Total 43

WILLIAM S. FORT,
Assistant Surgeon, U. S. Navy.

Report of Commodore Lanman, U. S. Navy, forwarding captured papers.

U. S. S. MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

ADMIRAL: Upon the return of our men this afternoon from the attack upon Fort Fisher, John Shivers, a private of marines, brought on board several papers that may interest you, especially that of January 8, 6:30 p. m., from Colonel [William] Lamb to Major [James H.] Hill, in reference to submarine bombproofs.

The other papers may be of some interest as showing the state of affairs in the fort a few days previous; also a book upon fortifications.

The marine states that he found these papers in the wreck of a building within the fort, which he supposed to have been the quarters of an officer.

It may be proper to state that eight or ten of our men are still absent from the ship unaccounted for, of whom I believe two were killed.

Conceiving this may be of some importance, I dispatch a boat immediately.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Commanding Second Div., North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Enclosures.]

FORT FISHER, *January 8*, [*1865*]—*4:15 p. m.*

MAJOR HILL: Buoys have been removed. Not enough timber has been sent to complete one gallery. If I had some 12 by 12 timber and 3-inch plank, I could mount the four guns you desire around the Mound. I need negroes. I have not yet been able to repair earthworks. I am ready to repel Admiral Porter, but if you give me 500 negroes and enough timber to mount guns, I will make him leave some of his vessels behind.

Colonel LAMB.

—

FORT FISHER, *January 8* [*1865*]—*6:30 p. m.*

MAJOR HILL: I think if General Whiting would ask Governor Vance to let me have 500 negroes for two weeks, to bring their own provisions and tools, march down by land, and return exactly at that time, that he would send them. In that time I could enclose Mound, throw up curtain from there to Battery Hedrick, enclose submarine bombproof, finish columbiad battery, mend palisades, and traverse land guns. The 200 feeble and wornout negroes I have can not do much work, and my soldiers are fully employed in moving guns and ammunition and fixing quarters.

Colonel LAMB.

Report of Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, transmitting reports of surgeon and warrant officers.

U. S. STEAM FRIGATE COLORADO,
Off Wilmington, N. C., January 14, 1865.

ADMIRAL: I have the honor to report the following as the result of the operations of this ship on the 13th instant:

At 4 a. m., in obedience to signal, got underway from our anchorage near Wilmington and steamed toward the forts in line of battle, the *Minnesota* ahead. At 8 a. m. anchored within easy range of the coast in 6½ fathoms, forts about 5 miles distant, bearing N. W. by N. [*sic*], to cover the landing of troops, and sent five boats to assist in landing them from the transports. Commenced shelling the woods skirting the coast. At 8:55 ceased firing in obedience to your signal. At 11:10 the third line of gunboats steamed alongshore, shelling the woods, whilst the troops were being landed rapidly. At 3 p. m. recalled boats in obedience to your signal. At 3:15 got underway, all the troops having been successfully landed. At 3:45 proceeded to attack the forts without regard to the *Minnesota*, in accordance to your signal, followed by the rest of the line. At 4:40 opened fire upon the forts with stream hawser fast to the *New Ironsides*, and continued the action

briskly in easy range until 5:50 p. m., when, by your order, we ceased firing and retired from action (it being then too dark to discern objects on shore). At 7 p. m. anchored in 8 fathoms, Fort Fisher bearing W. S. W., distant 3 miles.

My casualties were 1 killed (Robert Little, seaman), 1 severely wounded, 1 wounded. Hulled six times by the forts. One 150-pound solid shot through berth deck; one solid shot through gun deck, cutting through side; one solid shot through port side above water line, and lodging in a beam end, where it remains; two solid shot striking sheet chain and cutting it through. The enemy's shell exploded over the hull of this ship, but without serious injury. I forward herewith reports of Surgeon James McClelland and of the warrant officers.

I am much gratified to have it in my power to report that the officers and crew of this ship behaved with their usual gallantry. I have to commend to your notice especially Lieutenant M. L. Johnson, who, in the midst of a heavy fire from the enemy, with a boat's crew of volunteers, carried a hawser from this ship to the *New Ironsides*, in order to enable us to bring all the guns to bear from the port battery, and was for more than half an hour a target for the forts, which they availed themselves of, but fortunately without success. I can not omit the opportunity to speak in the highest terms of Acting Ensign W. G. Perry, who, when the action commenced, had just returned to the ship after having been absent all day with the boats in landing troops, and although drenched to the skin and worn out with fatigue, went immediately to the second division, which he commanded, and fought his guns splendidly through the action. In addition to this, Mr. Perry is in all respects worthy of an additional grade.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Enclosures.]

U. S. FRIGATE COLORADO,
Off Fort Fisher, January 13, 1865.

SIR: I have the honor to report the following casualties, which occurred on this ship in the engagement of to-day:

Robert Little (seaman), killed.
Hanson F. Carver (ordinary seaman), severely wounded.
James Foster (seaman), wounded.

I am, sir, very respectfully, your obedient servant,

J. MCCLELLAND,
Surgeon, U. S. Navy.

Commodore H. K. THATCHER,
U. S. Frigate Colorado, Comdg. First Div. N. Atlantic Squadron.

—

U. S. S. COLORADO,
Off Wilmington, N. C., January 14, 1865.

SIR: I have the honor to submit the following report of damage sustained by the hull of this ship in the action of the 13th instant:

One solid shot between Nos. 12 and 13 guns, 5 feet from water line, doing much damage.

One shot between Nos. 10 and 11 guns at the water line; damage slight.

One shot forward of starboard gangway at the water line; damage slight.

One shot between Nos. 7 and 8 guns, 5 feet from water line.

One shot at No. 5 gun, coming through the forward part of gun-deck battery, and with much damage.

One shot between Nos. 3 and 4 guns, coming through on berth deck, 2 feet from water line, doing much damage.

Very respectfully, sir, your obedient servant,

J. G. MYERS,
Carpenter, U. S. Navy.

Commodore H. K. THATCHER,
Commanding U. S. S. Colorado.

U. S. S. COLORADO,
Off Wilmington, N. C., January 14, 1865.

SIR: I respectfully report the following damage done to battery and the amount of ammunition expended January 13, 1865:

Bracket of carriage No. 5 (port) struck by shot, damaging it slightly.

One revolver stock knocked off and otherwise badly damaged. One belt cut in two. The above revolver and belt worn by a man killed in action.

Expended 756 charges powder, IX-inch, 10 pounds; 30 charges powder, XI-inch, 15 pounds; 756 shells, IX-inch, 10-second fuze; 30 shells, XI-inch, 10-second fuze.

Very respectfully,

W. WILSON,
Gunner.

Commodore H. K. THATCHER,
Commanding.

Report of Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, giving list of killed, wounded, and missing from the assaulting party from that vessel.

U. S. S. COLORADO,
Off Wilmington, N. C., January 16, 1865.

ADMIRAL: I have the honor to report the following list of killed, wounded, and missing from this ship of the assaulting party on Fort Fisher on the 15th instant, so far as can be ascertained at this moment:

Killed.—Frederick S. Hayford, ordinary seaman; George H. Winsor, landsman.

Wounded.—Joseph W. Clous, seaman, seriously; Robert A. Boardman, landsman, doubtful; Arthur Doyle, seaman, seriously; George Taylor, ordinary seaman, slight; Daniel Kelly, sergeant marines, slight; John McLeod, ordinary seaman, flesh wound; William Butler, seaman, slight; Alexander Shean, seaman, slight; W. L. Laird, landsman, slight; John Varley, landsman, slight; David Vose, landsman, slight.

Missing.—Samuel Hay, ordinary seaman; George Watson, seaman; John D. Hoffman, ordinary seaman; Thomas McCollough, seaman; Bethel B. Bickford, landsman; William White, seaman; Joseph White, ordinary seaman; George A. Merithew, seaman; John Wilson, 3d, landsman.

Absent, supposed to be on shore.—Andrew Munn, private marine; William Thomas, private marine; Patrick Caine, private marine; Andrew Perry, ordinary seaman; Peter Reed, ordinary seaman.

Seriously wounded.—F. F. Baury, acting volunteer lieutenant.

Very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Comdg. First Division, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Robeson, U. S. Navy, commanding assaulting party from the U. S. S. Colorado.

U. S. S. COLORADO,
Hampton Roads, Virginia, January 20, 1865.

COMMODORE: In obedience to your order of this day, I have the honor to present to you the following report in relation to the storming party from this ship, under my command, at the assault on Fort Fisher on the 15th instant by the sailors and marines of the squadron:

In obedience to your orders, I landed in charge of 130 men from this ship, together with the marine guard. After landing and forming the men, I reported to Lieutenant-Commander Breese, who assigned my command to the first division, Lieutenant-Commander Cushman commanding, by whose orders I detached a squad of 12 men with shovels to report to Lieutenant Preston, to assist in throwing up intrenchments.

The assaulting party then marched up the beach by the flank, and after reaching a point nearly abreast the sea face of the fort were ordered to take cover under a ridge of sand to await the assault. The final assault being ordered, the whole force advanced by the run up the sea face of the work, the enemy pouring in a heavy fire of musketry, with an occasional discharge of grape and canister, the marines, who were alone armed with muskets, and were to form a covering party, returning the fire but feebly. The men broke in spite of all my attempts to rally them, and rushed down to the beach in disorder.

By great exertions I succeeded in rallying a portion of my command, and, by order of Lieutenant-Commander Cushing, took charge of the intrenchments. At dark, by order of Lieutenant-Commander Blake, I took my command up the beach and occupied a portion of the work in front of the rebel General Hoke's division. Acting Volunteer Lieutenant F. F. Baury and Acting Ensign W. G. Perry behaved gallantly during the assault, and greatly assisted me in carrying out my orders.

I regret to report Acting Volunteer Lieutenant Baury severely wounded in the hip during the assault.

Assistant Surgeon B. H. Kidder, from this ship, in charge of the hospital, rendered every assistance to the wounded. Assistant Surgeon Kidder reports the following casualties: Three killed, 15 wounded. I would also report 8 missing; making a total loss of 26.

Very respectfully, your obedient servant,

H. B. ROBESON,
Lieutenant, U. S. Navy.

Commodore H. K. THATCHER,
Commanding First Division, North Atlantic Squadron.

Report of Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, commending certain officers of that vessel.

U. S. S. COLORADO,
Hampton Roads, January 23, 1865.

MY DEAR SIR: I have just received a telegram to proceed to New York, and only the clearing up of a dense fog delays, but before leaving your command I beg leave to speak in the highest possible terms of four young officers in this vessel who really deserve well of the country. They served directly under my eye in the late engagements, and I merely speak what I know from my own observation. They are as follows: Mr. J. L. Vennard and Willis G. Perry (the latter served as third in command of my landing party); they are both acting ensigns, and richly deserve to be made masters. Besides they are both gentlemen, sailors, and navigators. Each of them commanded a main-deck division and fought it bravely and skillfully.

The two other cases which I desire and beg to bring to your notice particularly are those of Adrian Phillipps, my clerk, and [Walter F.] Birge, the paymaster's clerk. The first-named stood by my side during the entire five days' work upon Fisher, carefully noting all the incidents of the action, but was of great service as my aid, and displayed the coolness of a veteran. The other young gentleman, Mr. Birge, although directed by the paymaster to look after his property in the cockpit, was allowed, at his own earnest solicitation, to serve in the powder division, and there worked as a powder passer with great zeal and efficiency through all the fighting. These are both young gentlemen of education and good family, and it strikes me are far more worthy of assistant paymasterships than the crowd of shopkeepers' boys who are daily being appointed to that office, and I trust that the Department will so view it, and give them what they deserve and desire.

Another case I desire to mention of individual merit, that of Acting Third Assistant Engineer C. C. Fernald, who, although ill and under medical treatment, volunteered to tend the engine bell, was active in passing orders, and on the last day, when we were shorthanded, acted as a spar-deck powder boy, and made himself in many ways very useful. This is his second cruise in the service, his first as a seaman. I hope the Department may advance him a step, for he deserves it.

My short and delightful service in your squadron, associated as I have been with noble souls, has endeared them every one to me, and I leave with a sad heart, but shall ever look back to it as one of the brightest spots in my naval career. And you, my dear admiral, have won the universal love and esteem of us all, which we shall cherish to the last hour of life.

Most truly, your friend and obedient servant,

H. K. THATCHER.

Rear-Admiral D. D. PORTER.

Report of Captain Smith, U. S. Navy, commanding U. S. S. Wabash.

U. S. S. FRIGATE WABASH,
Off Fort Fisher, N. C., January 16, 1865.

ADMIRAL: I have the honor to submit the following report of the part taken by this ship in the bombardment and capture of Fort Fisher during the past three days:

On the 13th instant got underway at 5 a. m. in obedience to signal and stood in with the fleet toward the land. At 8:15, being abreast of

the Half Moon battery and near the army transports, sent all boats to assist in landing troops, in compliance with Special Order No. 10. At 8:55, anchored with kedge astern in a situation to shell the woods. At 3:30 p. m. got underway in obedience to signal, took station in line and moved toward Fort Fisher, abreast of which the ship was anchored at 5 p. m. with bow and stern anchor, and opened fire with starboard battery on the fort, which was continued with good effect until 6 p. m., when, in obedience to orders, withdrew from action for the night.

At 5 a. m. of the 15th got underway, in obedience to orders, and stood in with the fleet toward Fort Fisher in line of battle. At 10:15 a. m., in obedience to general signal, the storming party detailed under General Order No. 81 left the vessel in six boats, under command of Lieutenant-Commander C. H. Cushman (who volunteered for the service), to report to the flagship, the force consisting of 5 officers, 136 sailors, and 42 marines; the vessel keeping on her way while the boats were being manned. At 10:45 a. m. anchored with bow and stern anchor in prescribed position, and opened a deliberate fire upon the enemy's works from one division of the starboard battery. At 2 p. m., in obedience to orders, commenced firing as rapidly as possible to cover our advance of storming party toward the fort. At 2:45, the storming party being in close proximity to the fort, the firing was discontinued in obedience to preconcerted signal. At 6:30 again opened fire in obedience to orders, shelling in the direction of the rebel works between the fort and the Mound battery to prevent the enemy's reinforcements from landing. At 9:30 ceased firing, information being received that the fort had surrendered. The return of ammunition has been already forwarded, and although it exhibits a large expenditure, it is to be believed that it was an effective one. A partial list of casualties has been forwarded, and as soon as the stragglers from the storming party can be gathered, a complete list will be rendered. The report of damages sustained in the carpenter's and boatswain's department has been sent in, and I transmit herewith the report of Lieutenant-Commander Cushman of the composition and operations of the storming party from this vessel and the list of casualties consequent upon that attack. In conclusion, I desire to bear testimony to the good conduct of the officers and men under my command (although as a ship's company their organization has been very recent and under unfavorable opportunities for drill). They have exhibited a patient endurance and perfect steadiness that would not have done discredit to a much older and more thoroughly drilled crew.

I have the honor to be, your obedient servant,

MELANCTON SMITH,
Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Cushman, U. S. Navy, commanding assaulting party from the U. S. S. Wabash.

U. S. S. WABASH, *January 16, 1865.*

SIR: I have to report as follows concerning the detail of officers and men from this ship, under General Order No. 81, and their operations:

The detail was composed of Lieutenant-Commander C. H. Cushman, Acting Ensign Davis, Acting Master's Mate Thorburn, and 138 men;

Lieutenant Fagan and 42 noncommissioned officers and privates of the marines; Passed Assistant Surgeon Tinkham and 3 nurses. Total, 5 officers and 183 men.

At 10:15 a. m. of the 15th instant, in obedience to orders, I proceeded with my command to the shore, landed, and reported to Lieutenant-Commander Breese, fleet captain.

To me was assigned the command of the first column of the storming party from the fleet, and the detail from this ship's crew, now under Ensign Davis, reported to me and were assigned to the left of that column. This gave them the advance in the flank movement along the beach toward the fort.

Lieutenant Fagan and the marines were assigned to the marine command, and Passed Assistant Surgeon Tinkham to the charge of the hospital arrangements for the party.

At 2:45 p. m., after an advance of half a mile under a heavy fire, we attempted to gain the fort. The men advanced excellently to the stockade, although numbers of them fell; but here a momentary check occurred, owing to the narrowness of the breach in the stockade, which was fatal. The enemy increased his fire, and unable to return or stand up to it, the column finally gave way and retreated in a body to the starting point, utterly refusing to be rallied. The fleet captain, a large number of officers, and some men from different vessels were left abreast the stockade under the fire of the enemy. Among these were Ensign Davis and 3 men from this vessel, who had succeeded in reaching quite to the ditch of the fort, unable to advance or retreat. We sought the protection of the stockade and remained until dusk.

I then joined the fleet captain, and, in obedience to his orders, assisted in garrisoning Half Moon battery for the night with such of my men as could be collected, about 40 in all. This morning was spent in collecting the men and getting them on board, and a list of casualties is being made up as fast as possible. At present it may be estimated as follows:

Present, total, 144 men and marines, 5 officers; absent, 34 men and marines, of whom there are wounded, 14 men and marines; killed, 4 men and marines; missing, 16 men.

It is painful to record our want of success in reaching the fort, but when all things are considered, and the fire which was at any rate diverted from the army is estimated, it is to be hoped we at least did not utterly fail.

I am, sir, very respectfully, your obedient servant,

C. H. CUSHMAN,
Lieutenant-Commander and Executive Officer.

Captain M. SMITH,
U. S. S. Wabash.

Report of Lieutenant-Commander Cushman, U. S. Navy, of the assault by naval forces upon Fort Fisher.

U. S. S. WABASH, *January 17, 1865.*

SIR: In obedience to orders I submit to you, as the commanding officer of the storming party organized under General Order No. 81, the following report:

At 10 a. m., of the 15th instant, having landed in command of a detail from this ship, consisting of 5 officers and 186 men, and reported

to you, I was assigned by you to the command of the first column of the storming party. I turned the command of the detail from this ship over to Acting Ensign G. T. Davis, and on the reporting of Lieutenant-Commander F. B. Blake, of the *Susquehanna*, with the detail from that ship, I appointed him second in command of this column. Other details soon reported from the *Colorado*, *Nereus*, *Vanderbilt*, *Ticonderoga*, and several other ships, and the column, now consisting of 430 men and 20 officers, was organized into four companies and posted in line, with the left resting toward and about 1½ miles from Fort Fisher, near Flag Pond battery. Right, or first company, Lieutenant Robeson, of the *Colorado*, commanding; second company, Lieutenant Bartlett, of the *Susquehanna*, commanding; third company, Acting Ensign Coffin, of the *Ticonderoga*, commanding; left, or fourth company, Acting Ensign Davis, of the *Wabash*.

I regret not being able to give the names of the other ships whose details were in the column, but the list is in the possession of Lieutenant-Commander Blake, and will be sent as soon as obtained from him. In the position now occupied, finding that the enemy's shell reached us, and in obedience to orders from Lieutenant-Commander Parker (senior during your absence conferring with the general commanding the army), swung round with the front toward Fort Fisher. On your return, changed again to the former position, and moved from time to time by the left flank, until we arrived, about 1:45 p. m., at a point on the beach about 800 yards from the fort, where we halted to await the order for the final advance, and caused the men to lie down, in order to protect them by the rise of the beach from the fire of the enemy, which began to be of some importance. We were considerably annoyed here, also, by premature explosions and short ranges of shells from some of our own vessels, making the position rather a trying one. From this point we were to make the assault as follows: At a signal to be given by yourself, the columns were to rise, double-quick in close order by the left flank; pass as far as possible the line of the stockade, which extended from the northeast corner of the fort to high-water mark; then move by the front toward the sea face of the fort, and charge it with a rush, it being understood that such of the column as did not pass the stockade were to operate against the northeast corner, and so much of the northwest face as the line covered. At 2:45 p. m. received the signal from you to advance. The columns rose and started on the double-quick in good order, though a little open. They soon closed up, however, and although the fire of the enemy was severe at the very start, they moved on with great steadiness under it. Everything seemed to be going on finely, when suddenly and for some reason still unknown, the left, or head of the column, instead of passing the stockade, turned up by a "file right", along it, and into its first angle, and were here checked. I hurried to this point at once to ascertain the cause and the remedy. I met here Lieutenant-Commander Blake (my second in command), Lieutenant-Commander Parker, Lieutenant Commander Sicard, Lieutenants Farquhar, Nichols, and Bartlett, and several others, all endeavoring to remedy the mistake. You were pointed out to me near by, but it was impossible to reach you through the crowded mass of men, and there was besides not a moment to lose. The check at the angle of the stockade had caused a massing of the centers of the columns under a heavy fire of the enemy, and the men who had advanced so gallantly for a half mile under the same fire began to waver. This is easily accounted for when it is remembered that they were armed with revolvers and cutlasses only, and could not return the

fire at that distance. It was a hazardous experiment to attempt to force the columns by the flank through the very narrow opening in the stockade which occurred here, but there seemed no alternative, and Lieutenant-Commander Parker being senior, gave the order. Trying as was the position, the men at the head of the column obeyed the order instantly, and followed the officers to the rise at the opening; but scarcely had this point been reached, when a shout from those next behind us indicated that the rear had given way. By the time one could turn and look, the whole body were in rapid retreat up the beach, and the utmost exertions of the officers failed to rally them. Those who were left, a list of whom I enclose, finding it impossible to advance or retreat, sought the shelter of the stockade and of the mounds near by. Five others, whose names are also on the list, who had entered through the stockade or passed to the next angle, shortly joined us, and several whose names are not on the list, were with you at the small mound near by. Here my report of the column closes. The officers had done their duty well in leading the men, the men had followed well so long as they could keep on, but when brought to a standstill under such a fire for the first time, and newly organized, it seems only surprising that they stood at all. Could we have kept on according to plan, it is not improbable that we could have entered the fort; we could at any rate have made a severe enough fight to have greatly aided the army. I am aware that explanations of the cause of want of full success are generally valueless to redeem the character of any attempt, but it seems only justice to state them in this case. Had we succeeded, it would have been an event "by itself;" failing, it is at least satisfactory to know that those who are judges express their admiration for the boldness of the conception, even, of such an attempt, and that the Commanding General of the Army has expressed himself most pleasantly in regard to its gallantry and importance.

To Ensign G. T. Davis, *Wabash;* Acting Master's Mate Aldrich, *Tuscarora;* Albert Burton, seaman, *Wabash;* L. C. Shepard, ordinary seaman, *Wabash;* Acting Ensign Simms, of the *Minnesota*, the second and last of whom were severely wounded, is due the credit of having either entered the stockade or passed to its next angle. I would recommend them for the consideration of the admiral. The list which is appended was not intended at the time it was taken to be used except to account for those present at the stockade, in case of accident or injury when getting away. It is sent now at the suggestion of Lieutenant-Commander Parker.

A list of killed and wounded I am not able to give from data, but from verbal information estimate it at 18 killed and 36 wounded in the first column alone, which proportioned for the other columns, of itself attests the gallantry of the advance.

To Lieutenant-Commander Blake, and the officers commanding companies, as indeed to all in the column, thanks are due for their support in organizing and leading the men to the stockade itself, and so long as they would follow; and for endeavors to rally them as well as in getting them together subsequently to assist in garrisoning Half Moon battery, to enable reinforcements to be sent to the assaulting party of the army. At dusk the party at the stockade made their way to the hospital, taking with them such of the wounded as could be removed. There, meeting you, orders were received to collect the men and assist in garrisoning the Half Moon battery, which was done until morning, when the return of parties to their vessels began.

At this moment, I am informed of the probable cause of the mistake referred to in the advance. It seems that a detail of men under Lieutenants Porter and Preston had formed on the extreme left of the first column, a fact not before known to me. When those gallant officers were killed, their men took the direction to the right, and the column followed before it could be corrected.

I am, respectfully, your obedient servant,

C. H. CUSHMAN,
Lieut. Comdr., late Comdg. First Column, Naval Brigade.

Fleet Captain K. R. BREESE.

[Enclosure.]

List of officers and men referred to in report.

Lieut. Commander Parker	Minnesota.	Rich'd Gallagher, ship's cook	Chippewa.
Lieut. Commander Cushman	Wabash.	James Kelly, seaman	Do.
Lieut. Commander Sicard	Seneca.	T. McNeil, capt. after guard	Do.
Lieut. Bartlett	Susquehanna.	Albert Burton, seaman	Wabash.
Lieut. Farquhar	Santiago de Cuba.	William Tunbridge	Tacony.
Lieut. S. W. Nichols	Shenandoah.	And. Sewell	Do.
Acting Ensign Dayton	Nereus.	L. B. Godfrey	Do.
Acting Ensign G. H. Wood	Chippewa.	John Sullivan	Colorado.
Acting Ensign J. B. Taney	Tacony.	A. B. Thorne	Do.
Acting Ensign Thomas M. Smith.	Tristram Shandy.	Franklin G. Fuller	Do.
		Charles A. Smith	Do.
Acting Master Louis F. Timmerman.	Vanderbilt.	William Tuttle, jr.	Do.
		[William] Harrison	Do.
Acting Ensign Willis G. Perry.	Colorado.	William H. Willis	Montgomery.
		William Blake, seaman	Juniata.
Acting Ensign W. H. Mayer, jr.	Sassacus.	T. M. White, seaman	Do.
		John Sullivan, seaman	Malvern.
Acting Ensign G. T. Davis	Wabash.	Thomas O. Neil	Do.
Acting Ensign Melville C. Keith.	Gettysburg.	John D. Jones, O. S	Yantic.
		Charles A. Stribeck	Gettysburg.
Acting Ensign S. L. Griffin	Tuscarora.	Jacob Loury	Do.
Acting Master's Mate F. A. Powers.	Fort Jackson.	George Dansell, seaman	Vanderbilt.
		[Charles] Boudreau	Iosco.
J. G. Paine	Mohican.	Joseph Fowler	Do.
Bertram Davis	Do.	Joseph Freeman	Do.
Wm. Smith, 2d, seaman	Wabash.	Acting Ensign [Ulrik] Feilberg.	Do.
Jonathan Briggs, capt. top	Do.		
George S. Riley, O. S	Do.	L. C. Shepard, O. S	Wabash.
Hubert Peters, master-at-arms.	Chippewa.		

Report of Lieutenant Fagan, U. S. Marine Corps, regarding the operations of the guard from the U. S. S. Wabash.

U. S. FRIGATE WABASH,
At Sea, January 17, 1865.

CAPTAIN: In obedience to your order, I have the honor to make the following report concerning the part taken by the marine guard of this ship in the operations against the rebel Fort Fisher, commanding the entrance to New Inlet, North Carolina, on the 15th day of January, 1865.

My command consisted of 3 sergeants, 3 corporals, and 38 privates, and, to prevent confusion in landing, the company was divided into four sections, each commanded by a noncommissioned officer.

On the morning of the 15th instant, at 10:30 o'clock, my men were landed and formed on the beach about 2 miles to the northward of Fort Fisher. I then received and formed into other companies the marines of the different vessels, until the arrival of Captain Butler, U. S. Marine Corps, when I turned the command over to that officer.

At 11 a. m. I was ordered by Lieutenant-Commander K. R. Breese (fleet captain), through Captain Butler, to take my guard and advance to the support of the sailors at the front, who were throwing up

intrenchments near Fort Fisher, under the direction of Lieutenant Preston, U. S. Navy.

I marched my company up the beach by the flank until within a mile of the rebel fort, when, finding the fire severe, I deployed my men as skirmishers across the plain, and continued to advance. Arriving at the intrenchments, I ordered my men to cover themselves from the enemy's shot, and this they partially did by throwing up heaps of sand with their bayonets and hands. After the sailors had completed their breastworks, I was ordered by Lieutenant-Commander Breese to advance my command to the extreme parallel of intrenchments, which I did, my men marching to the front, across a plain swept by the fire, with alacrity and spirit. In this advance I frequently ordered my men to lie down, and as soon as the shower of grape had passed the march was resumed at the double-quick.

After a toilsome march through the sand we reached a line of intrenchments about 40 yards from the fort, which I found occupied by the skirmish line of the One hundred and forty-seventh New York Volunteers. During the advance 2 of my men were badly wounded, and they were at once sent to the rear.

I now ordered a few of my men (good shots) to open fire on the rebel gunners, and it was owing to their skill that a fieldpiece inside the palisade was forced to be abandoned by the rebel artillerists.

I now awaited further orders, but finding the trench filling up with soldiers, and supposing the attack about to be made, I collected and marched my men by the flank across the plain toward the beach, where I saw the column of sailors and marines advancing to the front. Seeing no officer to report to, I formed my men with the rest of the marines, who were in the center of the column, the advance being composed entirely of sailors. In this manner we marched under a severe fire of musketry from the fort toward the northeast angle of the work until the column halted, when I ordered my men to lie down and pick off the rebels on the parapet of Fort Fisher until the order was given to charge. My men had opened fire when I gave the order to cease firing and prepare for the assault. I now perceived a movement in front of our position, and soon after a body of men rushed past. I endeavored by every means in my power to prevent the retreat which I now plainly saw was initiated, but my appeals and threats were of no avail, and I then prepared myself for the worst, knowing that a retreat would be disastrous and more deadly than a charge against the fort. My command maintained its position until I saw Lieutenant-Commander F. B. Blake, U. S. Navy, who informed me that the assault had been for the present abandoned. I then collected my men and marched down the beach. Having seen that the retreat was universal on the part of the naval forces, I gave several of my men permission to advance again to the front and annoy the rebels as much as possible with sharpshooting.

Shortly after, hearing that an attempt was about to be made to rally the men, I halted and allowed my men to seek cover, while in company with Acting [Volunteer] Lieutenant-Commander Danels, of the *Vanderbilt*. I collected straggling sailors and marines and formed them under some sand hills on the beach, about 600 yards from Fisher. We had collected quite a number of men, when I received orders from Lieutenant-Commander F. B. Blake to take my men and as many more as I could find and report to General Terry, U. S. Army, the object being to occupy with sailors and marines a line of intrenchments in the rear, then threatened by the enemy. I collected about 200 marines and marched to General Terry's headquarters, where I reported and was at

once assigned to a position on the line, which position the marines occupied with vigilance and attention until the morning, when we were relieved and I embarked my command for the *Wabash*.

It only remains for me to add that 1 sergeant and 6 privates, who became detached from my guard while in the army intrenchments at the front, accompanied the army in the storming of the fort, and, as I afterwards heard from an army officer, behaved with gallantry and coolness during the hand-to-hand conflict that ensued.

In conclusion, captain, I would say that during the time the marine guard of this ship was on shore they behaved with bravery and subordination on all occasions. It pleased the fleet captain (Lieutenant-Commander Breese) to compliment the handsome manner in which my men advanced in skirmish line to the advanced line of intrenchments, under a heavy fire, and I feel that his words of praise were not undeserved.

All my men behaved well, but I would present especially to your attention the conduct of Corporal Tomlin, of the guard, who, under a heavy fire from the enemy's sharpshooters, advanced into an open plain close to the fort, and assisted a wounded comrade to a place of safety. I respectfully ask that his conduct may be made known to the honorable Secretary of the Navy, so that he may receive a medal of honor.

The marine guard is present or accounted for, and on board the ship in good condition.

Enclosed, please find a list of wounded.

I am, captain, very respectfully, your obedient servant,

LOUIS E. FAGAN,
Lieutenant, U. S. Marines, Commanding Guard, Frigate Wabash.

Captain MELANCTON SMITH, U. S: Navy,
Commanding U. S. Frigate Wabash.

Report of Surgeon McSherry, U. S. Navy, regarding casualties on the U. S. S. Wabash.

U. S. S. WABASH,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to report that the following casualties occurred in the attack on Fort Fisher January 15:

1. Michael McCann, gunner's mate, contused wound of scalp; slight.
2. William Costello, ordinary seaman, contused wound of left thigh and leg.
3. Phillip Challman, seaman, contusion of left knee; severely.
4. William H. Smith, 3d, seaman, contusion of back and abrasion of hand; severe.
5. Esek P. Bailey, private marine, gunshot wound above left knee by piece of shell when ashore with storming party; severe.
6. William Easton, ordinary seaman, gunshot wound right thigh, rifle ball; severe.
7. Patrick Scanlon, marine, contused wounds of face and hand by explosion of magazine at Fort Fisher this morning; severe.
8. James O'Neil, landsman, contusion of thigh from explosion of magazine at Fort Fisher this morning; severe.
9. Lieutenant-Commander Charles H. Cushman, gunshot wound left thigh.
10. Hiram J. Henkey, landsman (was brought on board from shore, belongs to U. S. S. *Mohican*), gunshot wound of back, about first lumbar vertebra; very severe.

11. James R. Lambert, landsman, gunshot wound through both thighs; severe.

12. George Brown, marine, contusion, hip, from explosion of magazine in Fort Fisher this morning.

There were others injured on shore, and some killed while storming Fort Fisher. I will report their names and condition as soon as it is possible.

Very respectfully, your obedient servant,

H. F. McSHERRY,
Surgeon.

Captain M. SMITH,
Commanding U. S. S. Wabash, North Atlantic Squadron.

Report of Captain Smith, U. S. Navy, commanding U. S. S. Wabash, regarding casualties.

U. S. S. WABASH,
Off Fort Fisher, N. C., January 17, 1865.

ADMIRAL: I have the honor to submit the following report of casualties in the personnel of this ship during the recent attack and capture of Fort Fisher. I regret that the list and detail could not be sooner furnished:

Killed.

1. Berne, Martin, landsman.
2. Holt, William H., landsman.
3. Kitts, Alonzo, landsman.

Wounded.

1. Bailey, Esek P., private marine, wounded by fragment of shell above left knee.
2. Brown, George, marine, contusion of hip from explosion of magazine at Fort Fisher.
3. Lieutenant-Commander Charles H. Cushman, bullet wound of left thigh.
5. Challman, Phillip, seaman, contusion of left knee.
6. Christie, William, captain mizzen top, contusion left foot from explosion of magazine at Fort Fisher.
7. Coons, Jotham A., landsman, wound of finger.
8. Daley, William, marine, wounded thigh by shell; mortally; since died on board *Colorado*.
9. Easton, William, ordinary seaman, bullet wound left thigh; died January 18.
10. Lambert, James R., landsman, bullet wound through both thighs.
11. Moran, Patrick, marine, contusion of ankle from spent ball.
12. McCann, Michael, gunner's mate, contused wound of scalp.
13. Oliver, Albert W., landsman, bullet wound in right side; slight.
14. O'Neil, James, landsman, contusion of thigh from explosion of magazine at Fort Fisher.
15. Plimly, George, ordinary seaman, contusion hip from explosion of magazine Fort Fisher.
16. Scanlan, Patrick, marine, contused wound of face and hand from explosion magazine.

The following are known to have been wounded and sent from shore hospital to other ships:

17. Farrell, Michael, landsman, wounded in leg.
18. Kennahan, James, landsman, right leg.

19. Lonquest, Miles P., seaman, left foot.
20. McDonald, John, landsman, right leg.
21. Seymour, George, seaman, right side.
22. Stanfield, Joseph, seaman, bullet through foot.
23. Venson, Levi, landsman, standard bearer, bullet both legs.

We have on board Hiram J. Henkey, landsman, of the U. S. S. *Mohican*, with gunshot wound of spinal column, fracturing first lumbar vertebra and paralyzing lower extremities.

The following men are missing:

1. Austin, Charles, landsman.
2. Cronin, Richard, landsman.
3. Gutner, Henry, landsman.
4. Macker, John, landsman.
5. Riley, John, 1st, ordinary seaman.

Killed, 3; wounded, 23, and 1 belonging to *Mohican;* missing, 5.

Very respectfully, your obedient servant,

[MELANCTON SMITH,]
Captain.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Vanderbilt, transmitting list of casualties.

U. S. S. VANDERBILT,
Hampton Roads, January 17, 1865.

SIR: I have the honor to enclose a list of killed and wounded on board the U. S. S. *Vanderbilt;* also a list of 7 wounded men belonging to other vessels, who, owing to emergencies, were brought off without their accounts.

I am, very respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

List of killed and wounded on board U. S. S. Vanderbilt.

Name.	Rate.	Remarks.
Thomas B. Cosgrove	Ship's corporal	Killed.
James Green	Boatswain's mate	Do.
James Bailey	....do	Wounded slightly.
James Richardson	Landsman	Wounded severely.
William Priebe	Ordinary seaman	Wounded slightly.
M. O. Allen	Landsman	Do.
David P. Chappels	Seaman	Do.
John Ethridge	....do	Wounded severely.
James Cummings	Captain foretop	Do.
Thomas Kehoe	Ordinary seaman	Wounded slightly.
S. Steele	Private, marine	Do.
James McDonald	Musician, marine	Do.
Robert Hunt	Private, marine	Do.
William A. Terry	Corporal, marine	Wounded severely.
Peter Christiansen	Seaman	Do.
R. Cronin	Landsman, U. S. S. Wabash	Wounded slightly.
Miles P. Lonquest	Seaman, U. S. S. Wabash	Wounded severely.
C. Austin	Landsman, U. S. S. Wabash	Do.
M. Farrell	....do	Do.
J. Stanfield	Seaman, U. S. S. Wabash	Do.
E. Davis	Landsman, U. S. S. Iosco	Wounded dangerously.
James Sherry	Private, marine, U. S. S. Santiago de Cuba	Do.

Abstract log of the U. S. S. Vanderbilt, Captain Pickering, U. S. Navy.

January 13, 1865.—At 4:15 a. m. got underway and took position astern of the *Ticonderoga*. At 6:30 signal from the flagship to prepare for action. At 7:15 the first division commenced action, shelling the woods preparatory to landing troops. At 7:40 the *Santiago de Cuba* signaled to prepare to land troops. At 9:30 sent first and second launches and first cutter to land troops from the transports. At 11:30 anchored in line. Meridian to 4 p. m.: Launches and first cutter returned from landing troops and were hoisted up. The fire on Fort Fisher continues from the *Ironsides*, monitors, and some of the gunboats. At 4:20 p. m. troops began marching up the beach. At 5:20 the admiral made signal. We beat the retreat and stood to S. E. At 6:10 came to with starboard anchor.

January 14.—Firing ceased about 12:30 a. m. At 3:45 heard the report of several heavy guns in the direction of Fort Fisher. From 4 to 6 p. m. firing from the *Ironsides* and monitors, *Brooklyn*, and some of the gunboats. From 6 to 8 p. m. an occasional shell fired at the forts during the watch.

January 15.—At 12:45 a. m. a tug came with orders from the admiral to get underway. At 4:45 hove up and took our station astern of the *Ticonderoga*. At 8:30 admiral made signals, and at 11 boats left the ship in charge of Acting Volunteer Lieutenant-Commander Danels in obedience. At 12:55 p. m. commenced firing at the fort and Mound. Admiral made signals. We delivered shell to the *Colorado*, *Susquehanna*, and *Mackinaw*. About 5 p. m. a boat of the *Santiago de Cuba* came alongside with 3 wounded men. They were received on board and their wounds dressed. Two returned to their own ship during the evening; the third man, James Sherry, remained on board. At 6 p. m. the first cutter came from shore with 8 wounded. At 10:10 heard cheering from shore and flagship threw up rockets and burned Coston signals. It was generally understood that the forts were taken. The entire fleet cheered ship, threw up rockets, and burned Coston signals. We used rockets and Coston signals to celebrate the victory. Captain went aboard the flagship.

January 16.—At 12:10 a. m. sent the first cutter ashore under the charge of Acting Master's Mate Pope to collect the officers and men. At 4:50 first cutter returned with officers and men of assaulting party. At 5:30 first launch and at 6 second launch returned with others. Acting Master's Mates Ed. Kearns and F. B. Atkinson remained on shore; reason unknown. Took up the boats. At 6:30 called all hands up anchor. Flagship made signals, "Proceed without delay" and "Wait for nothing." At 8 Federal Point bore W. S. W. 6 miles distant. At 7:45 a great explosion took place in Fort Fisher.

January 17.—At 11 a. m. came to anchor in Hampton Roads.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Vanderbilt, of arrival at Hampton Roads, in compliance with orders.

U. S. S. VANDERBILT,
Hampton Roads, January 17, 1865.

SIR: I have the honor to report the arrival of the U. S. S. *Vanderbilt*, pursuant to the enclosed order from Rear-Admiral Porter.

I have on board 13 men wounded in the attack on Fort Fisher, 7 of whom are from other vessels of the squadron. They were brought off

from the shore after dark in the *Vanderbilt's* boats, and are without their accounts.

I am, very respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 15, 1865.

SIR: You will proceed without delay to Hampton Roads, taking with you the bearer of dispatches. On your arrival you will report to the Department, as I think you will be ordered thence to New York to have your vessel coppered.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain C. W. PICKERING,
Commanding U. S. S. Vanderbilt.

Order of the Secretary of the Navy to Captain Pickering, U. S. Navy, requiring an explanation regarding delay in departure from Fort Fisher.

NAVY DEPARTMENT, *January 30, 1865.*

SIR: I enclose herewith a copy of a dispatch from Rear-Admiral Porter, dated on the 21st instant, relative to your delay in proceeding with dispatches from Fort Fisher to Hampton Roads, regarding which an explanation is required by the Department.

Very respectfully, GIDEON WELLES,
Secretary of the Navy.

Captain C. W. PICKERING,
Commanding U. S. S. Vanderbilt, New York.

[Enclosure.]

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 21, 1865.

SIR: Ten minutes after the fall of Fort Fisher I sent for Captain Pickering, of the *Vanderbilt*, and told him to proceed at once with dispatches (which were prepared for him in an hour) to Fortress Monroe. I impressed upon him the importance of being the first to carry the news. Judge of my surprise when I enquired at daylight whether the *Vanderbilt* could be seen and was informed that she was lying quietly at anchor, when I signaled to her to proceed without delay. The *Atlantic* left about three hours after her and beat her in, which I think was the fault of the commander of the *Vanderbilt*, and nothing else.

I will leave it to Captain Pickering to state to the Department why he did not leave at the time I ordered him and why he made so poor a passage.

I should have sent the *Santiago de Cuba*, but knew that the *Vanderbilt* was the fastest ship.

You should have received my dispatches ten hours ahead of anything else.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Explanatory letter from Captain Pickering, U. S. Navy, commanding U. S. S. Vanderbilt, to the Secretary of the Navy.

U. S. S. VANDERBILT,
Navy Yard, New York, January 31, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of the 30th instant, enclosing copy of a dispatch from Rear-Admiral Porter relative to my delay in proceeding with dispatches from Fort Fisher to Hampton Roads, and in reply I have to state as follows:

On the night of the 15th instant, after the surrender of Fort Fisher, Rear-Admiral Porter sent for me on board the flagship.

Anticipating an order to proceed north with dispatches, and having three boats, with nearly half the crew and five officers on shore as part of the assaulting party, I left directions with the officer of the deck, before leaving the ship, that in case two rockets were thrown up from the admiral's ship to send a boat at once to the shore with orders for the boats and crew of the *Vanderbilt* to return to the ship. On reaching the flagship I informed Rear-Admiral Porter that I had left directions to send for men and boats in case two rockets were sent up from the flagship and he, Rear-Admiral Porter, gave the order to set off the rockets. This I interpreted as an order to wait for my boats and men. Immediately upon receiving the dispatches from the admiral I left the flagship and, reaching the *Vanderbilt* at 3 a. m., found none of my boats had returned. I immediately made preparations for hoisting and securing launches and getting underway so soon as they should return, and walked the deck, impatiently waiting. Between the hours of 4 and 5 in the morning I manned the gig for the purpose of sending to the admiral for permission to proceed without my boats, but at this time one of the cutters was hailed on her return from the shore and, supposing the launches were not far behind, the gig was hoisted again. It was not until 6 a. m. that the boats all reached the ship, when they were hoisted and secured and the ship got underway. It was while catting the anchor that signal was made by the admiral enquiring the cause of detention and not, as he supposes, while quietly lying at anchor. As regards the assertion that the *Atlantic* left Fort Fisher three hours after the *Vanderbilt*, I think the admiral is laboring under a mistake. I was informed at Hampton Roads that she left five hours before, and arrived only one and one-half hours ahead of the *Vanderbilt*. As to the speed of the ship during the passage, she made all that could be made without applying the jets, and in the present state of her bottom, averaging 12¾ knots per hour; and if this be compared with her speed in the heat of a chase, when the sea was glassy smooth, jets applied, and everyone on board interested in the prospect of a capture, the average speed then being but 13 knots, I think it will be seen that there was no neglect during the passage. In connection with this sub-

ject I have the honor to enclose a copy of a letter* addressed by me to the chief engineer of this ship, marked "1," and his reply* to the same, marked "2."

It has ever been my pride to be prompt and active in the discharge of my duty, and this is the first time in the course of forty-three years experience in the service that I have been thus censured, and I am only sorry that the honorable Secretary of the Navy has had the trouble to require from me now this explanation.

I have the honor to be, very respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Mackinaw.

U. S. S. MACKINAW,
Cape Fear River, North Carolina, January 27, 1865.

SIR: I have the honor to submit the following report of the part taken by this vessel in the operations of the fleet under your command against Fort Fisher and the adjacent batteries at New Inlet, North Carolina, on the 13th, 14th, and 15th instant:

On Friday, the 13th instant, in obedience to signal, three boats were sent from this vessel to assist in landing troops. At 2:45 p. m., the boats having returned, took position as near as practicable to the one assigned me in the order of attack and opened fire from six IX-inch guns upon the eastern angle of Fort Fisher, with satisfactory effect. At 6:30 p. m., in obedience to signal, ceased firing and withdrew for the night. On Saturday, the 14th instant, with the vessels of the second line, remained at anchor all day. On Sunday, the 15th instant, at 10 a. m., in obedience to signal, landed an assaulting party of 36 men and 6 marines, in the charge of Acting Master Abraham J. Louch, Acting Ensign Joseph Estes, Acting Master's Mate Edward K. Greene. At 12:20 p. m., in obedience to orders, took the position assigned me in the line of battle and commenced firing on the eastern angle of Fort Fisher, with good effect. At 3:15 p. m., in obedience to signal, ceased firing. At 8 p. m. our boats returned from shore. This vessel was not struck during the bombardment. The following are the casualties in the storming party:

Acting Master Abraham J. Louch, slightly wounded on the hip.

Acting Master's Mate Edward K. Greene, severely wounded in the arm.

The following-named men are missing: William F. Parks and Michael Cavanaugh (landsman).

It is again my pleasure to be able to state that all the officers and men under my command performed their duty.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

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*Omitted as not necessary to publish.

Report of Acting Master Louch, U. S. Navy, commanding the assaulting party from the U. S. S. Mackinaw.

U. S. S. MACKINAW,
Cape Fear River, January —, 1865.

SIR: I have the honor to report that on the 15th instant I landed in charge of a party consisting of 36 sailors, 6 marines, and 2 officers, Acting Ensign Joseph Estes and Acting Master's Mate Edward K. Greene. After reporting to Lieutenant-Commander Parker I took my position on the left of the second division. This brought me to the head of the column when we advanced to storm the rebel stronghold, Fort Fisher. Before advancing a general order of the admiral's was read to the officers, which embraced everything necessary for a successful attack, and I firmly believe had it been carried out we could have stormed the works successfully.

For a distance of 600 or 700 yards we were brought under a severe and galling fire of musketry and canister, but succeeding in finding shelter under the palisades surrounding the fort on the outside, I got to the extreme front, and after lying for some time, during which time I heard several voices exclaim that they only wanted a leader, and seeing many officers around me, I sprang to my feet, drew my sword, and endeavored to rally and encourage them to charge the works. Finding every effort and appeal in vain, I was obliged to resume my position among the rest. About this time I was struck with a spent shot, and while examining to see if I was wounded I had the mortification to see the marines and the rear of the column of blue jackets break and run. Soon the order of retreat rang from mouth to mouth, and the whole party were in a disorderly retreat. It was then we lost most of our men. I marched down along the beach with a great part of my men and learned that Acting Master's Mate Edward K. Greene was severely wounded. After embarking him in the second cutter I directed him to moor the second cutter and launch outside the surf and proceed with the second cutter to this ship. I then returned with what men I could muster up the beach, where I was informed Lieutenant Cushing was endeavoring to rally the men together. I got well up to the front again, but finding that everyone was in search of their own boats, I returned and shoved off from the beach about 9 p. m. I reached the U. S. S. *Fort Donelson* 10 p. m., where myself and men were kindly refreshed with coffee, and after becoming sufficiently rested I set off for this ship and arrived at 11 p. m. I had 1 man killed, William F. Park, landsman. M. Cavanaugh was killed next morning by the explosion in the fort.

I would respectfully commend to your notice for good conduct James Dickenson, captain forecastle; William Fullerton, captain after guard.

I have to report the loss of the following arms: 8 swords with belts and frogs, 9 revolvers, 8 frogs, 4 pistols and frogs. Two of the sword belts and frogs and two revolvers were lost on the men killed; the balance were lost in the second cutter. While getting her off through the surf she got broadside on to the surf, filled, and capsized. The men had to strip before getting in the boats, and laid their arms in the stern sheets, so that the loss was unavoidable.

I am, sir, very respectfully, your obedient servant,

ABRAHAM J. LOUCH,
Acting Master and Executive Officer.

Commander J. C. BEAUMONT, U. S. Navy.

Report of Commodore Godon, U. S. Navy, commanding U. S. S. Susquehanna.

U. S. FRIGATE SUSQUEHANNA,
Off Fort Fisher, January 17, 1865.

ADMIRAL: I have the honor to make the following report of the part this ship took in the engagements of the 13th and 15th instant with Fort Fisher and its assault and final capture:

On both days named the *Susquehanna* came into and maintained her position as per plan.

On the 13th we let our anchor go a little before 5 p. m., and, firing deliberately, did good service. The fort evidently was silenced on our face; many of the guns were dismounted and the Mound part hardly fired at all. I withdrew after dark by order, and no gun was fired by the fort that I saw as we retired.

On the 15th we drew into action at 11 o'clock, and fired slowly or rapidly, as occasion required. The fort responded feebly and ineffectually except from the Mound.

We landed in our boats about 100 sailors and marines under command of Lieutenant-Commander Blake. Lieutenant Bartlett, Acting Ensign Rhoades, and Acting Master's Mate Cooper commanded detachments of the sailors, and Lieutenant Wallace the marines.

We all witnessed the bold and daring attempt of the tars to assault in front, and if it failed and resulted disastrously to us in killed and wounded, it at all events most effectually aided the main storming party of the gallant army by diverting the attention of the garrison and enabled them to gain a footing and finally to accomplish perhaps one of the most daring deeds of this war, the capture of Fort Fisher.

I have already spoken in high terms of the officers and crew of this ship on a former occasion, and I again desire to renew my warm thanks to the division officers, Lieutenants Bartlett and Brown, Acting Master Porter, and Acting Ensign Laycock for their zeal and spirit, and to the crew for their hearty efforts and good conduct. I would also again call your special attention to Ensign Preble, of whose efficiency too much can not be said.

Chief Engineer Johnson, with his entire department, are also entitled to my thanks. They not only performed their duties with proper spirit, but in the absence of the portion of my crew forming the landing party, assisted at the guns as far as lay in their power.

I would also favorably mention James Callahan, coast pilot, whom I at all times found most serviceable.

Lieutenant-Commander Blake, at the head of his men on shore, proved himself there, as he always shows himself on board, brave, zealous, and useful.

Lieutenant Wallace was wounded severely in the charge on the fort. I particularly regret the injury to this officer, as he can not well be replaced by his corps in the affections of this ship.

I enclose Lieutenant-Commander Blake's report, and notice of Lieutenant Bartlett and Acting Ensign Rhoades, who, after the repulse of our men, entered the fort with the army.

I would recommend for favorable mention to the Department Ordinary Seaman James Shannon, and Henry S. Webster, landsman, who, by their good conduct and bravery at the assault, are deserving of medals.

I congratulate you, sir, on this our new victory, and if it was delayed from the 25th of December to the 15th of January, the country, I feel sure, will not attribute it to any failure of the Navy, for we have demon-

strated the truth of the remark in your former report that had the attempt been made the capture of the fort would have been easier than the then commanding general believed.

I enclose herewith carpenter's report and gunner's statement of ammunition expended. The bursting of the 150-pounder rifle I greatly regret, as its effectiveness had been shown repeatedly during the engagement. The damage sustained by this ship is trifling.

I have to regret the loss of 3 men killed and 15 wounded, a list of which I have already sent you.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Commodore, Comdg. Fourth Div., North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Lieutenant-Commander Blake, U. S. Navy, commanding assaulting party from the U. S. S. Susquehanna.

U. S. FRIGATE SUSQUEHANNA, *January 18, 1865.*

COMMODORE: I beg to submit the following report of the share taken by the officers and men of this ship in the assault on Fort Fisher on the 15th instant:

The force consisted of about 75 sailors and marines. The officers who accompanied me were Lieutenant J. R Bartlett, Acting Ensign William [W.] Rhoades, and Acting Master's Mate M. [S.] Cooper, with First Lieutenant of Marines William Wallace in command of his guard. On reaching the beach I reported to Fleet Captain K. R. Breese, and in obedience to his orders sent Mr. Wallace and his men to join the marine battalion, and Mr. Rhoades, with 10 men, to report to Lieutenant Preston, who was engaged at the front digging rifle pits. With the remainder of my men and officers I was assigned to the first battalion of sailors, under the command of Lieutenant-Commander Cushman. At 2 p. m. we were moved round to the front and formed in line of battle on the beach, the first battalion on the right, the marine battalion on the left of the line. The men were ordered to lie down and take advantage of the cover of the beach. At this time the fire of the fleet was directly over our heads and several shot and shell from the more distant vessels struck and exploded near us. At 3 p. m. we moved to the assault, advancing by the flank on the double-quick. As soon as we commenced to move, the garrison of the fort opened with musketry; feebly at first, but more vigorously as we advanced until the fire became severe. Having reached the palisades in front of the fort, we filed to the right and continued to advance until the first angle of the palisade was reached, when we halted. The order was now given to bring the marines to the front for the purpose of clearing the parapet, now swarming with men, and from which a heavy fire of musketry was kept up, which we—the sailors—had no means of returning, being armed with revolvers and cutlasses only. Before the marines could be brought up they broke and, with the rest of the column, beginning at the rear, commenced to retreat. Presuming at first that the retreat had been ordered, I followed my men down the beach. Afterwards, finding my mistake, I attempted to rally and bring to the front at least a part of the force. Failing in this, finding myself the senior officer present, and learning from one of General Terry's aids that the sailors and marines

could be useful in the intrenchments to relieve the troops there, I gave the order to all the officers I could find to take their commands to General Terry's headquarters and report for duty. I then returned to the front to search for some of my seniors. I discovered that they had remained behind under the cover of the palisades, and maintained their position until nightfall. Lieutenant Bartlett, belonging to my command, also remained there, and I beg to call your attention to his personal gallantry. Upon returning to headquarters I was ordered to post our men at the breastworks for the night, which I did. Two of our men were killed in the assault—Thomas Scott, seaman, and Theo. Minkoff, private, marine. Private Marine Brennan has since died of his wounds. We had 14 wounded, among them, I regret to state, Lieutenant Wallace, whose gallantry was conspicuous, especially in his efforts to rally his men. Mr. Rhoades rendered most valuable service in the rifle pits, which were dug under the fire of the enemy's sharpshooters, and occasionally a discharge of grape, and when the enemy made the assault, accompanied by one brave fellow, James Shannon, he followed into the fort. Shannon carried a flag, and placed it on the parapet. Mr. Cooper persisted in his desire to accompany the expedition in spite of severe indisposition, and, as usual, made himself most valuable to me. I beg to call your attention to the good conduct of Henry S. Webster, landsman, who remained with Lieutenant Wallace, under fire, until aid could be obtained to bring him to the rear. In conclusion, I wish to express my entire satisfaction with the conduct of all under my command.

I am, sir, your obedient servant,

F. B. BLAKE,
Lieutenant-Commander.

Commodore S. W. GODON,
U. S. S. Susquehanna.

Letter of Lieutenant Bartlett, U. S. Navy, to his sisters.

U. S. S. SUSQUEHANNA,
At Sea, January 18, 1865.

I will write this letter to both of you together, as you will expect a very long one, giving a full account of our doings at Wilmington.

Hurrah for our admiral! He said Fort Fisher could be taken and he was right. This is the first time since the day of the fight that I have had a chance to write. Is not the taking of Fort Fisher glorious news? It is a great loss to the rebels. The papers will be full of detailed accounts of the fight. These you will most likely read before you get this letter, so I think my letter will be more interesting to you if I just write the part I took in the affair.

* * * * * * *

You will read in the papers how the troops were landed and fire opened the first day. The rebels were not able to fire a single shot at us.

We began the fire at about half past 4 in the afternoon, and continued till dark. At sunset it was a most beautiful sight. The sun set directly behind the fort. I think I never saw a more beautiful one. The smoke of bursting shell against the bright red sky and half the fort in full blaze made the most magnificent picture ever seen.

On the second day it blew a gale of wind, so that nothing could be done with the fleet, still the *Ironsides*, monitors, and several of the small gunboats kept up a heavy fire all day.

On the morning of the 15th, Sunday, we were underway at 5 o'clock. It promised to be a beautiful day. At daylight the fleet was formed in line of battle and began to move toward the fort. We did not move into action, however, till after 10.

At about 10 the admiral made signal to "Arm and away all boats," and to assemble on the beach. In a few moments the whole place was alive with hundreds of boats pulling for the shore. We landed and were formed into line. We had 2 boats from our ship containing 50 blue-jackets and 18 marines. Lieutenant-Commander Blake had charge of one boat and myself the other. When we were landed on the beach Jack was for making a run right for the fort, but it was hardly time yet. I should think there must have been over 2,000 ashore from the fleet. Each boat had 5 men armed with spades; these were immediately sent to the front to throw up rifle pits for our marines. As soon as the sailors were formed we marched up to within about a mile and [a] half of the fort, and drew up in three lines to wait for the army. They were to be ready at 2 o'clock, when we were to make the assault together.

While here the rebels fired a few shell, wounding several marines who were not in the rifle pits, but drawn up in front of the sailors. We all lay down in the sand so as to make as small a mark as possible, and waited patiently for the time to come for the assault. While we were here the fleet was hard at work, keeping up a terrific bombardment on the fort. We had a grand chance to see it. It was a most magnificent sight. We lay at this place until 2 o'clock.

We were getting very hungry, as we had taken our breakfast at daylight. I was anxious to get into the fort to try some rebel provisions. At 2 o'clock we learned that the army would not be ready to move until 3. About this time we filed down on the beach and marched toward the fort on the double-quick; when within half a mile we lay down on the beach, the rise from the water protecting us from musketry. We also threw up sand in front of us with our hands. I had command of the second company of the first division. This division was to lead the assault, so I was near the head. The division was divided into three companies. While here the fleet were firing directly over our heads, which was far from pleasant, as some of them fell short and right among us, wounding several.

All the time we lay here the rebels kept up a heavy fire of musketry, but fired much too high.

At 3 o'clock we made the charge for the fort on the double-quick. We were to charge the fort on its front or sea face, while the soldiers charged the eastern or land face. From the front of the fort there is a line of palisades running down to within a short distance of the water. When we started on the charge the fleet ceased its fire, but the rebels opened on us a most murderous fire of musketry, with now and then a round of grape and canister.

There was a halt at the foot of the palisades till the sailors in the rear should come up. I stopped close to the end of them. Oh, such a fire as [we] were under. Sailors and officers were dropping all around me. Lieutenant Porter, a classmate of mine, was shot dead close by me, and Lieutenant Preston a few yards ahead. Both of these officers had just been released from Columbia jail, South Carolina. The sailors were coming up rapidly, so I jumped up and ran toward the fort with several other officers, shouting to the men to follow. A few followed, but many fell. We reached the next angle of the stockade. Here I got a rifle from a marine and settled a few rebels. They were standing right up on the top of the fort firing right down on us. The sailors

were ahead and the marines in the rear. I was just aiming at a rebel when I heard a shout behind. I looked around.

The sailors were all on the run down the beach. The marines broke and ran, the sailors following. Poor Jack. He could not stand the fire of bullets with nothing to fire back, as they were armed with cutlasses and revolvers. We tried to call the marines up to the front with their rifles to fire through the palisades, but they would not come.

I shouted and waved my sword for the sailors to come back, but no, off they went down the beach. About a dozen officers and 20 men remained at the palisades. I had made up my mind to go into that fort, and could not run. I could have cried when the blue-jackets retreated, but it was high time for me to look out for myself. I began to dig a hole with my hands. You would have laughed to have seen me. It did not take me long to get a pile of sand in front of me high enough to screen me from fire. This was at about half past 3. I kept on digging until I had a hole that I could stand up in. The sand was very soft and dry, so that it was easily thrown up. Every time I threw up a handfull of sand on the edge of my pit, a dozen bullets would skip over my head. It was rather unpleasant, as it knocked the sand all down on me.

The rebels had about one-third of their force at this angle, and the rest where the soldiers were expected to charge, but when they saw us coming up the beach they thought it must be the main attack, and called "all hands" over to our angle; this gave the soldiers a chance to gain a footing at the other angle. But when the sailors retreated, most of them went back to meet the soldiers.

Our soldiers fought like tigers, and the rebels were not far behind them. I will send you a sketch of the fort. The soldiers gained the first mound or traverse, and then fought hand to hand with the rebels for each mound.

After the fight, between each mound, the killed were piled up a dozen deep. It was a terrible sight the next day. Too horrible to describe.

We remained under the palisades until we could escape under cover of darkness. At a little after 6 we began to run the gantlet, a few at a time, the rebels keeping up a good shower of balls. Soon after the sailors retreated the fleet opened fire again on the forts. We were now in a rather tight place, as some of the shell burst close to us, and we began to think of a surrender, but intended to hold out till a shell did land directly among us. They landed everywhere but just where we lay.

I will send you a piece of the palisades, knocked down by a bullet above my head, also a piece of the rebel flag staff. It was a very long afternoon to spend in such a place. I wished myself most everywhere else.

When the sailors started to run they were shot down like sheep; over fifty lay dead at the foot of the palisades. Now and then a wounded man would raise his head; a dozen bullets would fly toward him in an instant. It was low tide when we made the charge and a few fell close to the water. Before dark the tide rose and the waves washed up on the poor fellows, some only wounded. It was hard to look on and not be able to give them any help. I wished to see if my friend Porter was still alive, so I waited till near the last. He was lying on the beach about a hundred yards from the palisades. I ran to him and dropped beside him. I found him dead, a shot having passed through his body. I took his sword, belt, and glove, and then, oh! how I did run for a little way. The rebels fired about twenty shots at me. I had only got a few

hundred yards when I met a poor fellow, a master's mate from the *Tuscarora*. He was wounded in the back and leg. I helped him down the beach about 2 miles, when I came to a camp fire where our surgeons were attending the wounded. While I lay in my hole under the fort I could hear our soldiers fighting, their cheering when they gained another mound, and the rebels with their battle yell.

The rebels fired grape several times at the party under the palisades. I don't like them at all. The soldiers took over two thousand prisoners. There were 2,300 rebels in the fort and 2,500 of our soldiers in the assault. About 600 fell in the assault and 200 more were killed by an explosion the next morning. The cause is not known; supposed to have been caused through carelessness of some of our soldiers with a naked light going into a magazine.

There were 52 guns in the fort, all very heavy ones, besides a great many small fieldpieces. Of these heavy guns 35 were dismounted or rendered unfit for service by the fire of the fleet. The general shape of the fort is about the same as before our hammering, but there is hardly a square foot of the fort that has not been struck by our shell, each making a deep hole. The bombproofs of the fort were full of wounded men and the dead were lying in every direction, some terribly torn by shell. There was one magnificent gun in a battery just below Fort Fisher—150-pounder Armstrong. It was presented to Jeff. Davis by Sir W. J. Armstrong. It was kept bright and mounted on a mahogany carriage, beautifully mounted with brass. General Beauregard visited this fort a few days before our attack and said that it could not be taken; that it was the strongest work in America. Immediately after Mr. Butler ran away on his mule captured here. The ladies of Wilmington held a grand picnic in honor of having driven the Yankees away. I saw some of the remains—champagne bottles lying about the ground. Now is our turn to have a picnic there.

After arriving at the hospital I busied myself till near 10 trying to get boats to carry off the wounded. At last one of the boats from our ship coming ashore, I filled it with wounded men and came off to the ship. They were indeed surprised to see me, as a few of the men who had returned on board all said they had seen me fall at the palisades. I fell over men several times in front of me, but soon got up again. The commodore would hardly believe it was I.

At half-past 10 signal was made to the fleet that the fort was ours. The whole fleet gave three rousing cheers, threw up rockets, burned blue lights, and blew their whistles. I took charge of our whistle and made it express my sentiments in many a loud blast. I have visited the fort and will tell you all about it myself. I dated at sea; we are now on our way north—first to Norfolk and then to New York. I hope to be with you very soon. I am too tired to write any more to-night. Good night.

Your loving brother, JOHNNIE.

Report of Gunner Waugh, U. S. Navy, regarding the bursting of a Parrott rifle on the U. S. S. Susquehanna.

U. S. S. SUSQUEHANNA,
Off Fort Fisher, January 17, 1865.

SIR: I would respectfully report that in the action of the 15th instant, the forward pivot, Parrott rifle 150-pounder No. 82, burst, carrying away the upper portion of the gun and right trunnion, extending from

the band, thence a distance of 5½ feet toward the muzzle. The breech is cracked in half and only held together by the band. The gun has been fired 256 times, with a charge of 16 pounds of powder. The gun had been fired during the action 88 times, at an elevation of 4 degrees, and had become much heated.

Very respectfully, your obedient servant,

EDWARD J. WAUGH,
Gunner, U. S. Navy.

Commodore S. W. GODON,
Commanding U. S. S. Susquehanna.

Report of Gunner Waugh, U. S. Navy, regarding the expenditure of ammunition on the U. S. S. Susquehanna.

U. S. S. SUSQUEHANNA,
At Sea, January 18, 1865.

SIR: I would respectfully report the following amount of ammunition expended, arms and equipments lost, and damage sustained by the gun carriages during the bombardment and assault upon Fort Fisher on the 13th and 15th January, 1865:

643 IX-inch 10-pound cartridges.
573 IX-inch shell, 10 second.
70 IX-inch shell, 15 second.
215 150-pounder 16-pound cartridges.
215 150-pounder shell, percussion.
42 12-pounder rifle, 1-pound cartridges.
24 12-pounder rifle shell, Hotchkiss.
18 12-pounder rifle shell, Dahlgren.
1,000 revolver cartridges.
17 revolvers, Whitneys.
15 revolvers, frogs.
1 revolver box.
4 swords, Ames.
8 swords, frogs.
2 pikes, boarding.
21 waist belts.
2 sets of boat traverses.
2 sets of landing skids.
2 sets tracks for field carriages.

The front transom and right bracket of the forward pivot carriage are broken, as also the arm of the elevating screw.

Three of the IX-inch gun carriages have the roller handspike plates sprung, and one of them entirely off.

The plates on the dumb trucks of six IX-inch carriages are off.

Very respectfully, your obedient servant,

EDWARD J. WAUGH,
Gunner, U. S. Navy.

Lieutenant-Commander FRANCIS B. BLAKE, U. S. Navy,
U. S. Frigate Susquehanna.

Report of Carpenter Miller, U. S. Navy, regarding injuries sustained by the U. S. S. Susquehanna.

U. S. FRIGATE SUSQUEHANNA,
At Sea, January 19, 1865.

SIR: I have the honor to make the following report of damages this ship sustained during the action of Fort Fisher on the 13th, 14th, and 15th instant:

The starboard battery being engaged, the concussion ripped off much of the light joinerwork fore and aft on the starboard after guard, the framework started, and joinerwork torn off; decks much started and leaking badly; both launches stove to pieces, being used by the army in landing artillery from the army transports.

The ship wants general repairs throughout. The fore yardarm on

the starboard side carried away by a piece of the forward pivot gun (150-pounder) bursting.

No other serious damages in carpenter's department.

All of which is submitted.

I am, respectfully, your obedient servant,

JOS. E. MILLER,
Carpenter.

Lieutenant-Commander F. B. BLAKE.

Report of Surgeon Barclay, U. S. Navy, regarding casualties on the U. S. S. Susquehanna.

Killed and wounded in assault.

Name.	Rate.	Remarks.
Thomas Brennan	Private, Marine Corps	Killed.
Thomas Scott	Seaman	Do.
N. S. [Theo.] Minkoff	Private, Marine Corps	Do.
William Wallace	Lieutenant, Marine Corps	Wounded.
Jacob Wagner	Quartermaster	Do.
John Costello	Private, Marine Corps	Do.
Robert Currie	Ordinary seaman	Do.
John Keating	Boatswain's mate	Do.
Herbert Westbrook	Ordinary seaman	Do.
William Brown	do	Do.
White Hewlett	Corporal, Marine Corps	Do.
Edward Butler	Seaman	Do.
Howard R. Chellis	Landsman	Do.
Charles Bent	Ordinary seaman	Do.

The following-named men were wounded by the bursting of the forward pivot rifled gun:

Name.	Rate.	Remarks.
William Taylor	Coal heaver	Wounded.
Thomas Arnold	Landsman	Severe contusion of entire thorax, from force of blast issuing from fractured portion of gun.
Dennis Walsh	Coal heaver	Wounded.
William Lewis	Captain forecastle	Do.

Very respectfully, your obedient servant,

JOHN O'C. BARCLAY,
Surgeon.

Commodore S. W. GODON,
Comdg. Fourth Division, North Atlantic Blockading Squadron.

Report of Commodore Schenck, U. S. Navy, commanding third division, regarding the operations of the U. S. S. Powhatan.

[DAYTON, OHIO, *June 27, 1865.*]

ADMIRAL: I have the honor to report that the U. S. S. *Powhatan* (first class), under my command, was got underway at 7 a. m. on the 13th of January and took her position as assigned by you in line of battle immediately after all boats were sent to assist in the landing of the troops. At 8:15 a. m. signal was made to anchor. At 3 p. m. the boats returned, got underway, and steamed into line. At 3:30 p. m. anchored in the position assigned me, and immediately commenced firing upon Fort Fisher and the batteries between the fort and Mound, which was vigorously continued until 6:30 p. m., when, in obedience to the signal, I hauled out to a safe anchorage for the night.

On the 14th my launches were employed in assisting in the landing of artillery, ammunition, provisions, etc., for the troops.

On the 15th, at 5 a. m., took my position in the line of battle. At 10:20, in obedience to the signal, called away all armed boats. At 10:40 the boats left the ship with 100 seamen and marines, about an equal number of each, Lieutenant and Executive Officer George M. Bache in command, First Lieutenant F. H. Corrie in charge of marines. At 11:25 a. m. anchored according to instructions and commenced the engagement with the starboard battery, viz, 1 XI-inch pivot gun aft, and 11 IX-inch guns in battery, having substituted 2 IX-inch for the 100-pounder Parrott pivot gun forward, and 1 IX-inch for the 100-pounder Parrott broadside gun. I had, before going into the action at all, transferred the port battery to the starboard side, so as to avoid using those guns, which had been pretty severely tested in the previous attacks upon the fort on the 24th and 25th of December. A rapid and effective fire was kept up on the fort until the assault was about to be made by the sailors and marines, when our attention was directed to the Mound and the batteries along the beach. As all our operations were conducted under your immediate supervision, it is unnecessary to enter into further details of transactions which you witnessed, but in justice to the gallant officers and crew under my immediate command, I feel bound to call your attention to the coolness, courage, and alacrity with which they performed their duty. As a much greater number of officers and men volunteered to land with the attacking party than could be spared from the ship, the delicate duty devolved upon me of making the selection. Lieutenant and Executive Officer George M. Bache claimed the right to command by virtue of seniority. Ensign Ira Harris, jr., claimed that he had a better right because he was one of many children and not the only child of his parents, as was the case with his friend and competitor. Acting Ensign Robley D. Evans founded his claim upon the fact of the other members of his family being actively engaged among the rebels. All three of these officers were wounded in the assault, the last named, I fear, will be permanently disabled. How well the landing party performed its duty may be judged of from the fact that full one-third was killed and wounded. It is due to the marines of this ship and to their commander, First-Lieutenant F. H. Corrie, to say that the utmost alacrity and cheerfulness were shown in the performance of their duty. The officers and men who remained by the ship conducted themselves throughout the action in a manner every way creditable.

Very respectfully, your obedient servant,

JAMES FINDLAY SCHENCK,
Commodore, Commanding Third Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Commodore Schenck, U. S. Navy, commanding U. S. S. Powhatan, regarding casualties.

U. S. S. POWHATAN, *January 16, 1865.*

SIR: I have the honor to enclose the report of Surgeon Mayo of casualties, in addition to which I have to report:

James Flannigan, ordinary seaman, killed.
George Jones, calker, killed.
Archibald Campbell, landsman, killed.

Missing.—Robert Dougherty, landsman; Daniel B. Shields, landsman; Corporal Rulon, marine; Musician Bourke, marine; Private Benson, marine; Private Wasmuth, marine; Private Hicks, marine; Private O'Brien, 2d, marine.

I have a boat with an officer on shore in search of the missing.

I have ascertained that Ensign R. D. Evans was taken on board the *Santiago de Cuba* seriously wounded, and is doing well, and that George F. Putt, captain hold, was taken on board the *Colorado*, where he died of his wounds.

The 4 men slightly wounded will be fit for duty in a few days and have not been sent to the hospital ship.

Very respectfully, your obedient servant,

J. F. SCHENCK,
Commodore, Comdg. U. S. S. Powhatan and Third Division.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commodore Schneck, U. S. Navy, regarding the return of missing men.

U. S. S. POWHATAN, *January 17, 1865.*

SIR: In my report of casualties yesterday the following men were returned as missing. I have now to report Corporal Rulon, marine; Musician Bourke, marine; Private Benson, marine; Private Hicks, marine; Private O'Brien, 2d, marine; Daniel B. Shields, landsman, as having returned on board.

Private Wasmuth, marine, it is said, is on board the U. S. S. *Fort Jackson*, seriously wounded. Robert Dougherty, landsman, still missing.

Very respectfully, your obedient servant,

J. F. SCHENCK,
Commodore, Commanding U. S. S. Powhatan and Third Division.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Surgeon Mayo, U. S. Navy, regarding casualities on the U. S. S. Powhatan.

U. S. S. POWHATAN,
Off New Inlet, North Carolina, January 16, 1865.

SIR: I have the honor to report the following list of casualties from the recent assault on Fort Fisher:

No.	Name.	Rate.	Remarks.
1	George M. Bache	Lieutenant	Wound of right shoulder.
2	Ira Harris	Ensign	Wound of right leg.
3	Owen Daly	Private, marine	Wound of thigh.
4	Richard Loyd	Marine	Wound of both thighs.
5	Charles Jones	Seaman	Wound of left arm and side.
6	James Cowan	Private, marine	Wound of right arm.
7	H. N. Barrow	Third-class boy	Wound of left thigh.
8	James Casgriff	Private, marine	Wound of head; slight.
9	Charles Normann	Carpenter's mate	Right thigh; slight.
10	Abijah Ball	Corporal, marine	Upper lip; slight.
11	John Collins	Seaman	Right foot.
12	Patrick O'Donnell	Private, marine	Right shoulder and back.

No.	Name.	Rate.	Remarks.
13	Robert H. Roselle	Armorer	Wound of breast; slight.
14	Thomas Crunnusy	Seaman	Wound of right leg.
15	Will Kegal	Private, marine	Wound of abdomen.
16	Frank Aleck	Private, marine	Wound of thigh.
17	R. D. Evans	Ensign	Reported shot through both legs.
18	George F. Putt	Captain of hold	Reported killed.

Very respectfully,

HENRY O. MAYO,
Surgeon.

Commodore J. F. SCHENCK,
Commanding U. S. S. Powhatan and Third Division,
North Atlantic Squadron.

Report of Commodore Schenck, U. S. Navy, regarding injuries sustained by Lieutenant Corrie, U. S. Marine Corps.

U. S. S. POWHATAN, *January 17, 1865.*

SIR: In addition to other casualties I have to report First Lieutenant [F. H.] Corrie, U. S. Marine Corps, as having been badly ruptured in line of duty in making the assault. On recommendation of the surgeon he has been transferred to the hospital ship *Fort Jackson.*

Very respectfully, your obedient servant,

J. F. SCHENCK,
Commodore, Comdg. U. S. S. Powhatan and Third Division.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Tuscarora.

U. S. S. TUSCARORA,
Off Georgetown, S. C., January 26, 1865.

ADMIRAL: I have the honor to report that, in compliance with your orders and signals of the 13th instant, I proceeded in with this steamer on the morning of that day, in company with the fleet under your command, taking my position in the line of battle as per special chart furnished, and which was on the outside of line No. 2 and between the U. S. steamers *Powhatan* and *Juniata*, which line steered in toward a battery near which the army transports were anchored preparatory to the landing of the troops. At 8:40 a. m., by signal from your vessel, dispatched the launch, first and second cutters, in charge of Acting Ensigns S. L. Griffin, Oliver Swain, and S. E. Willits, to go alongside the army transports and assist the boats of the fleet in landing the troops.

At 9:25 a. m. came to anchor outside the transports, in company with the vessels of line No. 2, to cover the landing. At 3:20 p. m., the boats having returned from the duty upon which they had been sent, signals were again made from your ship to "get underway," "form line of battle," and "take your stations," when the line proceeded in toward Fort Fisher, and at 5:20 p. m. let go kedge anchor astern, abreast of stern of U. S. S. *Powhatan*, and worked into position. Let go starboard anchor, veering to 30 fathoms chain, immediately afterwards opening fire with No. 3, XI-inch gun, and then successively with

starboard broadside and pivot guns; using percussion shells with the rifle guns, and 10-second fuzes with VIII-inch and XI-inch shell guns; which firing was kept up vigorously and with telling effect upon Fort Fisher until 6:05 p. m., when a tug came within hail, conveying orders from you to discontinue firing and withdraw from action. Weighed and stood out to southward and eastward, and in company with other vessels came to with starboard anchor in 7 fathoms water.

On the following day (14th instant) the ironclads and vessels of line No. 1, under the batteries only, keeping up a heavy fire upon them, and apparently doing great execution.

On Sunday, January 15, a little after midnight, received verbal orders from a tug which came near and hailed, giving orders from you to get underway at 5 a. m., and as soon after as signals could be seen "Form line of battle." Steamed soon afterwards into line, subsequently heaving to and steaming ahead slowly to maintain position, and governed by the movements of the leading ships, the boats being prepared in the meantime to land officers and men for the assault on the enemy's works. At 10:20 a. m., by signal, the boats, three in number, consisting of launch, first and second cutters, in charge of Lieutenant-Commander W. N. Allen, Acting Ensigns S. L. Griffin and Oliver Swain, assisted by Acting Master's Mate Arthur F. Aldrich and Acting Third Assistant Engineer William B. Snow, with 41 seamen, landsmen, and coal heavers and 14 marines, left the ship with orders to proceed alongside the flagship for instructions, from whence they proceeded, with numerous boats from other ships, to the beach, upon which they landed, preparatory to an assault to be made on the works of the enemy, the ships of the line taking their positions in battle, as signaled to, and opening fire upon the enemy.

At 12:10 p. m. your signal to take my position was immediately complied with; and at 12:20 p. m., having reached position between the U. S. S. *Powhatan* on starboard quarter and *Juniata* on starboard bow, came to anchor with kedge and hawser astern, and with starboard anchor ahead, in 5 fathoms water, I again opened a rapid fire with starboard battery on the works of Fort Fisher, using similar projectiles as on the 13th, and on which batteries fire was continued until 3:05 p. m., when signal 2211 was made by you, and the steam whistles of the fleet blown "to change fire" to the Mound, which was immediately complied with, but only with the XI-inch and 100 pounder Parrott, not being able to give sufficient elevation to the VIII-inch shell guns. During this period and until the firing closed, capital gunnery practice was seen, made by the captains of the guns, under the supervision of the officers of divisions.

Though shot and shell fell around the ship in every direction, it is truly gratifying to be able to report that not one struck, nor had I any casualty to fall upon anyone on board during the bombardment; but regret to add that on the return of the boats to the ship at sundown I was grieved to learn that during the assault made on shore John Campbell (yeoman), William H. Redding (captain forecastle), and John McAdams (seaman), had been killed, and that in the boats alongside were nine persons, some seriously wounded, among whom were Lieutenant-Commander Weld N. Allen (executive officer), John Hale (coal heaver), John Morris (seaman), James B. Jenkins (marine), Duncan Dunbar (landsman), Emanuel P. Blackwood (ordinary seaman), Frank Barry (landsman), A. Collum (corporal marines), Philip Baker (seaman), and three others too badly wounded to be brought on board, but who were placed on board the U. S. S. *Nansemond*, viz, Acting Master's

Mate Arthur F. Aldrich, Robert Gunnett (seaman), and John Eagan (coxswain).

On the following day Thomas J. Lynch (marine) was found missing, supposed to have been blown up in the explosion of the magazine of Fort Fisher, as he was seen there a few minutes previous to that accident.

At or about 10 p. m. of the 15th lights appeared in the fort, succeeded by such glorious cheers we were convinced that our forces were in possession, and which was confirmed by rockets and lights from the vessels of the fleet soon afterwards.

It affords me great pleasure to report that every officer and man on board displayed the greatest zeal to perform and carry out the discipline of the service and in the performance of every duty required of him, and it would be invidious to mention any one as superior over others.

I am, sir, very respectfully, your obedient servant,

JAMES MADISON FRAILEY,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, off New Inlet, North Carolina.

Report of Commander Frailey, U. S. Navy, commanding U. S S. Tuscarora, regarding the assaulting party from that vessel.

U. S. S. TUSCARORA,
Off Wilmington, N. C., January 16, 1865.

SIR: In compliance with your instructions, I respectfully report that a company consisting of 5 officers, 55 seamen, ordinary seamen, landsmen, and marines, was organized and landed on the 15th instant to assist in the assault made that day on Fort Fisher by a portion of combined crews of all the vessels attached to the squadron.

Lieutenant-Commander W. N. Allen, commanding the detachment from this vessel, speaks in the highest terms of praise of the gallant manner in which all the officers and men advanced to the attack, but in which they were, unfortunately, repulsed, with the loss of 3 men killed and 12 wounded. One marine, Thomas Lynch, missing, supposed to have been blown up by the explosion of the magazine this morning, being seen there by a shipmate a short time previous to the explosion.

The following list comprises the names of killed, wounded, and missing:

Killed.—John Campbell, yeoman; John W. Redding, coxswain; John McAdams, seaman.

Wounded.—Lieutenant-Commander Weld N. Allen, left elbow joint; Acting Master's Mate A. F. Aldrich, hip, seriously; Robert Gunnett, seaman, badly in shoulder; John Eagan, captain top, in the neck; John Hale, coal heaver, seriously in breast; John Morris, seaman, seriously in breast; James B. Jenkins, marine, in hip; Duncan Dunbar, landsman, in the neck; Emanuel P. Blackwood, ordinary seaman, wrist; Frank Barry, landsman, in the side and hand; Philip Baker, seaman, in the side; Corporal A. Collum, marine, in wrist and shoulder.

I am, sir, very respectfully, your obedient servant,

JAMES MADISON FRAILEY,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron, off Wilmington, N. C.

Report of Lieutenant-Commander Phelps, U. S. Navy, commanding U. S. S. Juniata

U. S. S. JUNIATA,
Off New Inlet, North Carolina, January 16, 1865.

SIR: I have the honor to report that during the bombardment of Fort Fisher, on the 13th, this ship sustained no damage whatever. On the 15th one shell passed through the main rigging, carrying away one starboard and two port shrouds. One shell came inboard, struck the chase of the disabled 100-pounder gun, exploded, wounded 4 men, and dented the smokestack. Another exploded under the starboard bow, from which no injury was sustained, so far as can be ascertained.

Sixteen rounds were fired on the first day and 105 on the last, and most of the shells were well planted, only a few bursting short.

Forty-five men and 20 marines composed the storming party, under the charge of Acting Master Charles H. Hamilton, Ensign Charles McGregor, and Master's Mates (acting) George H. Prescott and W. F. Warnick.

I can not speak too highly in praise of the bravery and coolness displayed by the officers and crew of this vessel. Individually they performed their duty nobly and did all their country could require of them. On three occasions they were well tested, and I judged from the number of shots which passed over and fell around us that the enemy occasionally selected the *Juniata* for a target.

Where all behaved so well, it seems invidious to make a selection, but I must beg leave to call your especial attention to the cool, gallant, and able manner in which the executive officer, Lieutenant Frederick V. McNair, performed his whole duty.

The number of casualties and amount of injuries sustained, together with the quantity of ammunition expended, will be found in the accompanying reports of the surgeon, engineer,* boatswain,* gunner,* and carpenter.*

I am, sir, very respectfully, your obedient servant.

THOS. S. PHELPS,
Lieutenant-Commander, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Comdg. North Atlantic Squadron, off New Inlet, North Carolina.

Report of Surgeon Gorgas, U. S. Navy, regarding casualties on the U. S. S. Juniata.

U. S. S. JUNIATA,
Off New Inlet, North Carolina, January 16, 1865.

SIR: The following is a list of the killed and wounded of this ship in yesterday's engagement with the forts and batteries ashore:

Killed (and buried ashore).

	Name.	Rate.	Remarks.
1	Charles H. Fremont	Quarter gunner	Bullet through the head.
2	Sevren O. Smith	Captain forecastle	Do.
3	Edward Lindsay	Landsman	Bullet wound in right hip, and left leg broken by grapeshot; found drowned.
4	George Nicholls	Seaman	Supposed to have been killed by an explosion ashore; bodies not found.
5	Edward Brennan	Marine	

Total killed, 5.

* Reports not found.

Wounded.

	Name.	Rate.	Remarks.
1	Charles H. Hamilton	Acting master	Powder burn on the face from the bursting of a musket.
2	Robert Wilson	Captain after guard	Bullet wound of the right shoulder.
3	John W. Baker	Landsman	Bullet wound of right knee.
4	William Prescott	Quartermaster	Bullet wound of left leg.
5	John Redden	Marine	Shell wound left knee.

The above were wounded ashore in the storming party.
The following were wounded aboard ship:

	Name.	Rate.	Remarks.
6	James Johnson	Sailmaker's mate	Shell wounds of back and head.
7	Christian Brockman	Seaman	Shell wounds face and right forearm.
8	James H. Johnson	Coal heaver	Shell wounds back; slight.
9	Thomas Mahoney	Ordinary seaman	Powder burn of the face and right hand from the explosion of a shell.
10	Henry Williams	Seaman	Reported to have a bullet wound in the chest. This man has not arrived on board ship yet.

Total wounded, 10.

John W. Baker's wound is very severe and he will probably lose his leg. The rest of the wounded are likely to do well.

I am, very respectfully, your obedient servant,

ALBERT C. GORGAS,
Surgeon, U. S. Navy.

Lieutenant-Commander THOMAS S. PHELPS,
Commanding U. S. S. Juniata.

Report of Acting Master Hamilton, U. S. Navy, regarding the burial of the killed.

U. S. SHIP JUNIATA,
Off New Inlet, Cape Fear [River], January 16, 1865.

SIR: In compliance with your orders to me this morning, I have the honor to make the following statements:

I counted 49 bodies on the ground, including an officer belonging to the U. S. S. *Montgomery*, and who lay on the ground until all, excepting 10 or 11, were buried. Toward noon, having been on my feet for thirty-six hours, and my face, which was badly burned yesterday by the bursting of a musket alongside of me, paining me exceedingly, I was forced to go on board, leaving 10 or 11 unburied; whereof about half belonged to the U. S. S. *Powhatan*, and one to the *Malvern*, killed by the explosion at the fort.

It was impossible to find out the names of many of the killed. I buried 1 marine and 8 sailors, that nobody on the ground recognized, in one trench.

Going on board, I reported on board the *Powhatan* that several of their men were lying on the beach.

Having neither pencil nor paper, I could not take down the names of the men that were recognized; but with the exception of the 9 aforementioned, and the bodies I left behind, they were all buried by their own shipmates.

I buried 3 belonging to this ship.

Very respectfully, your obedient servant,

CHAS. H. HAMILTON,
Acting Master, U. S. S. Juniata.

Lieutenant-Commander K. R. BREESE,
Fleet Captain, North Atlantic Squadron, U. S. S. Malvern.

Report of Captain Ridgely, U. S. Navy, Commanding U. S. S. Shenandoah.

U. S. S. SHENANDOAH,
Off Fort Fisher, January 17, 1865.

SIR: I have the honor to report the part taken by this ship in the bombardment which resulted in the capture of Fort Fisher:

January 13, at 8:10 a. m., I sent this ship's boats to assist in landing the troops. At 3:10 p. m. got underway and took our position in line of battle.

At 5 o'clock anchored in our station and opened fire on the batteries between Fort Fisher and the Mound with good effect.

At 6:05 p. m. ceased firing in obedience to signal, and stood to the northward and eastward.

January 14, at 4 p. m., we were signaled by the admiral to come within hail, and ordered to go under the stern of the *Brooklyn* and open fire.

We anchored in that position, and were ordered to weigh and stand closer in. We stood in to 4¼ fathoms and opened fire with effect. At 6:40 p. m. was ordered to cease firing and fire in our turn for one hour during the night.

At 3:05 a. m. opened fire for one hour.

At 9:30 p. m. was ordered by the dispatch boat to take our position in line of battle next morning.

At daylight got underway and stood out to our station in line.

At 9:48 a. m. sent the first and second launches and first cutter with the storming party, consisting of 54 men and 14 marines, under command of Lieutenant S. W. Nichols, the executive officer, Ensign Sands, and Boatswain J. H. Polley.

At 11 a. m. was signaled by the admiral to fire at a steamer in the river. I immediately steamed up to the mouth of the channel, the steamer in the meantime having run up the river out of sight.

At 11:45 was ordered to take our station in line. We anchored, head and stern, one ship's length ahead of the *Juniata*, and opened fire on the batteries between Fort Fisher and the Mound with good effect, until ordered to change the direction of our fire on the Mound. The shots came over and around us, but none struck us.

Allow me to congratulate you, sir, on the fall of Fort Fisher, one of the most formidable of forts, which was so damaged by the bombardment of the fleet that it was carried by the first assault.

I enclose Lieutenant Nichols' report of the storming party from this ship, which will speak for itself.

I take great pleasure in bearing testimony to the cool bearing of Lieutenant S. W. Nichols, the executive officer, and the other officers and crew of this ship during the bombardment.

I enclose a memorandum of the expenditure of ammunition.

I am, very respectfully, your obedient servant,

DANIEL B. RIDGELY,
Captain, U. S. Navy.

Rear-Admiral DAVID P. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Nichols, U. S. Navy, commanding assaulting party from the U. S. S. Shenandoah.

U. S. S. SHENANDOAH,
Off New Inlet, North Carolina, January 17, 1865.

SIR: I have the honor to report that on leaving this ship on the morning of the 15th instant, in charge of assaulting party of this ship,

consisting of 54 men and a sergeant's guard of marines, with Ensign J. H. Sands and Boatswain J. H. Polley, I passed within hail of the *Malvern*, and was there ordered to report to Lieutenant-Commander Breese on shore.

Arrived on shore, leaving two men as boat keepers in each of the three boats, reported to Lieutenant-Commander Breese and was by him placed in the third division, under command of Lieutenant-Commander Selfridge. The marines were ordered elsewhere. On the charge our men were orderly, kept together, did not drop except when ordered to do so, and when the stockade in front of the fort was reached were among the foremost, and were among the last to fall back. Robert Esler, second captain forecastle, remained with me and other officers and men behind the stockade until dark, when we all succeeded in getting away.

I found that marines Charles Smith, Adolph. Burton, Wilmer D. Lyne, James Whyte, Thomas S. Brown, all of this ship, had remained near Fort Fisher until dark, not having fallen back with their own line.

On arriving down the beach I found that Ensign Sands and Boatswain Polley had rallied all the men of this ship during the retreat, had found all the wounded of our own men, 7 in number, and had sent them on board and rendered good service to other wounded men of the assaulting party.

Our men here maintained the sailor discipline, obeying their officers cheerfully, ready and willing to do whatever was required of them. None left the shore except those ordered to take off the wounded. Ensign Sands and Boatswain Polley deserve the highest praise for the zeal and energy shown throughout.

At night the sailors and marines relieved the garrison at army headquarters. On being relieved in the morning were ordered up the beach to bury the dead. Arriving there and finding the burial party of sufficient force, returned to the boats, thence to the ship.

I am happy to state that none of our men were killed, and that the color bearers, two in number, returned each with his flag.

In conclusion, sir, I would beg leave to state that all of our men behaved in such a gallant manner that I would consider it invidious to make any distinctions. Each and all deserve the highest commendation for their coolness and courage under the most trying circumstances, and fully sustained the hard-earned reputation of the American sailor.

I am, sir, very respectfully, your obedient servant,

SMITH W. NICHOLS,
Lieutenant, U. S. Navy.

Captain D. B. RIDGELY,
Commanding Shenandoah.

Report of Surgeon McMaster, U. S. Navy, regarding casualties on the U. S. S. Shenandoah.

U. S. S. SHENANDOAH,
Off New Inlet, North Carolina, January 16, 1865.

SIR: Herewith subjoined is a correct list of the casualties occurring among the crew of this vessel in the assault on the enemy's works on the afternoon of the 15th instant. No casualties have occurred on shipboard:

Thomas Clark, ordinary seaman, *æt.* 20; native of Ireland; shipped at New York, November 22, 1864; occupation mariner; hazel eyes, dark hair, fair complexion; 5 feet 3¾ inches high; *vulnus sclopetic.* Wounded by a grapeshot at the junction of upper and middle third of left arm; deep flesh wound, not dangerous, though severe; sent to hospital.

John J. Thompson, quartermaster, *æt.* 31; native of New Jersey; shipped at Philadelphia, May 2, 1864; occupation mariner; gray eyes, dark hair, fair complexion; 5 feet 10 inches high; *vulnus sclopetic.* Wounded by a musket ball passing from lower external third of arm and passing out at junction of middle and upper third of arm on inner side; wound severe, though not dangerous; remains on board at his own request.

Frank C. Williams, seaman, *æt.* 21; native of Maine; shipped Philadelphia, May 4, 1864; occupation mariner; blue eyes, brown hair, florid complexion; 5 feet 7 inches high; *vulnus sclopetic.* Has a musket-ball wound above the kneejoint about 3 inches; no exit wound; has musket-ball wound in lower third of right leg; exit wound 2 inches above on external side; both wounds severe; not dangerous; sent to hospital.

William H. Cain, coal heaver, *æt.* 19; native of New York; shipped Philadelphia, Pa., September 29, 1864; occupation farmer; dark eyes, dark hair, dark complexion; 5 feet 8 inches high; *vulnus sclopetic.* Wounded in the lungs; was taken on board U. S. S. *Fort Jackson* from the beach, and I have no description of nature or character of the wound.

Henry Harrison, boatswain's mate, *æt.* 40; native of Boston; shipped Philadelphia, Pa., May 9, 1864; *vulnus sclopetic.* Slight flesh wound of foot, very trifling; will be on duty in a few days.

William Francis, seaman, *æt.* 35; native of France; shipped at Philadelphia, May 9, 1864; *vulnus sclopetic.* Slight flesh wound in finger; will be on duty in a few days.

Missing.

John Robinson, seaman; *æt.* 23; native of Scotland; shipped New York, November 16, 1864; occupation mariner; hazel eyes, dark hair, dark complexion; 5 feet 8½ inches high.

James Lenfest, ordinary seaman; *æt.* 28; native of Maine; shipped May 2, 1864, at Philadelphia, Pa.; occupation farmer; gray eyes, brown hair, light complexion; 5 feet 6 inches high.

William Parker, second-class fireman; *æt.* —; native of ———; shipped at Philadelphia, Pa., May 2, 1864; occupation fireman; gray eyes, brown hair, fair complexion; height 5 feet 4 inches.

William Austen, coal heaver; *æt.* 21; native of England; occupation soldier; blue eyes, light hair, dark complexion; height 5 feet 2 inches.

Charles Jones, marine; *æt.* 21; native of Philadelphia, Pa.; occupation carpenter; enlisted at navy yard, Washington, D. C., December 23, 1863; gray eyes, dark hair, dark complexion; height 5 feet 9 inches.

Respectfully,

JAMES MCMASTER,
Surgeon.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Captain Steedman, U. S. Navy, commanding U. S. S. Ticonderoga.

U. S. S. TICONDEROGA,
Off Wilmington, N. C., January 17, 1865.

SIR: I have the honor to lay before you the following report of the part this ship took in the recent attacks upon the forts on Federal Point, which has terminated so gloriously and successfully to the two branches of the service engaged:

On the afternoon of the 13th instant, after the return of the boats

employed in landing troops, in obedience to signal I took position in line of battle, and at 5:15 p. m. anchored ahead of the line, as directed in General Order No. 78. From this point a well-directed fire was kept up on the batteries to the left of Fort Fisher, in accordance with the chart plan furnished me. Upon hearing the signal whistle at 5:55 p. m. I had the battery trained upon the Mound and on two guns in its neighborhood. A continuous fire was then kept up until I received orders to withdraw from action at 6:20 p. m.

I am happy to say that no casualties occurred on board, although several of the enemy's shots fell over and around the vessel. The only loss sustained was that of the stern kedge anchor, caused by a rifle shot cutting its hawser.

On the 15th instant. in obedience to signal, I got underway and took position at the end of the second line. At 10:35 a. m. a storming party of sailors in three boats, in charge of Ensign George W. Coffin, and the marine guard, under command of First Lieutenant Charles F. Williams, were sent from this vessel to report to the flagship for orders. At the same time I received your verbal message not to move until further orders. At 11:45 a. m., in compliance with signal, I steamed up and took position ahead of the second line, about a cable's length ahead of the *Shenandoah*. From this point a well directed fire was kept up with the starboard guns on the batteries well to the left of Fort Fisher in keeping with your programme. Before opening fire the enemy threw several heavy rifle shots over and near me, but after a couple of rounds from this ship his fire was silenced. At 1:05 p. m. I received your verbal orders to shift my berth nearer in. This was done with some little delay and considerable trouble, owing to the strength of the ebb tide and want of a sufficient head of steam. By spreading fires I was enabled to get the necessary speed to give me control of the ship and to take a position nearer to the enemy's battery. From that time my fire was kept up in the same direction as heretofore until the signal was made to cease firing. I then asked permission to open upon the Mound, which had turned its guns upon our assaulting columns. This being granted, a deliberate fire was directed upon that fort up to 6:20 p. m., when I discontinued firing and secured the battery for the night. For one hour and a half previous to receiving your message (by tug) to cease firing I had not fired a single shot.

It gives me great pleasure to express my entire satisfaction at the thorough and efficient manner the officers and crew performed their duty during the time we were engaged in bombarding the enemy's works. I am indebted to Lieutenant George B. White, the executive officer of this vessel, for his energetic assistance.

With this communication I transmit copies of the reports of First Lieutenant C. F. Williams, of the marine guard (marked "A"), and Ensign G. W. Coffin, who had command of the assaulting party of sailors sent from this vessel (marked "B"); also the gunner's report of expenditure of ammunition. The surgeon's report of casualties has already been forwarded.

In conclusion allow me to congratulate you, admiral, upon this brilliant and decided success, which has resulted in planting our flag on one of the strongest fortifications possessed by the rebels.

I am, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Captain.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Lieutenant Williams, U. S. Marine Corps, regarding the operations of the guard from the U. S. S. Ticonderoga.

U. S. S. TICONDEROGA,
Off Fort Fisher, N. C., January 17, 1865.

SIR: In obedience to your order of the 15th instant I proceeded on shore with the marine guard of this vessel for the purpose of forming part of the battalion of marines who were to cover the assaulting party of sailors in their assault on Fort Fisher. I reported to the senior marine officer and was ordered into line. Subsequently my guard was detached from the line, and under my command were deployed as skirmishers, they being armed with Spencer rifles. When the advance was made I was ordered to keep a good distance ahead of the column until we reached the advanced line of rifle pits, about 250 yards from the fort. I put 12 men into one of the pits to act as sharpshooters, and with the rest proceeded to a sand hill nearer the fort, from which we kept up a sharp fire on the enemy's gunners, thus interfering considerably with their loading and firing their great guns. The assaulting column and marine battalion advanced down the beach by the flank until they were abreast of the sea face of the fort, when they charged on the run, but upon reaching the stockade they were exposed to such a terrible fire of grape and canister that they were forced to fall back up the beach. The ammunition of my men being exhausted, we were compelled to lie in our rifle pits until sundown, exposed to the fire from the fleet on one side (which was very dangerous on account of shells bursting short) and the fort on the other. We finally withdrew without the loss of a man. I remained with most of my men until the next day, when we returned on board. The men under my command deserve great praise for the cool manner in which they conducted themselves, loading and firing deliberately, notwithstanding we were between the two fires.

Private Charles Colcord is missing. When last seen he was inside the fort before the magazine exploded.

Very respectfully, your obedient servant,

CHARLES F. WILLIAMS,
First Lieutenant, U. S. Marine Corps.

Captain CHARLES STEEDMAN, U. S. Navy,
Commanding U. S. S. Ticonderoga.

Report of Acting Ensign Coffin, U. S. Navy, commanding the assaulting party from the U. S. S. Ticonderoga.

U. S. S. TICONDEROGA,
Off Fort Fisher, January 16, 1865.

SIR: In obedience to your orders of the 15th instant I took command of the assaulting party, composed of 41 men, that left this ship in the first, second, and fourth cutters, in charge, respectively, of Acting [Master's] Mates William Cooper, Lot Norton, and William Charlton, the marine guard of the ship, under command of First Lieutenant Charles F. Williams, being distributed among the boats. After landing on the beach I reported to Lieutenant Commander Breese, who ordered me to attach my men to the first division, under Lieutenant-Commander Blake, which was composed of four companies, myself being placed in command of the third. We then slowly approached the fort under cover of the beach. When the order to assault was given, the men moved forward on the run. When near the palisades the enemy's fire was so heavy as

to arrest our progress, and, the men in the rear commencing to fall back, the whole of our force were compelled to retire.

No order being given to renew the attack, I collected as many of my men as possible and returned to the ship.

The only casualties that I am aware of are Columbus Boland, seaman, killed, and myself wounded in the leg.

I beg leave to call to your notice Thomas Connolly, quartermaster, who displayed great bravery in carrying the flag at the head of the company.

Very respectfully, your obedient servant,

GEORGE W. COFFIN,
[Acting] Ensign.

Captain CHARLES STEEDMAN,
Commanding U. S. S. Ticonderoga.

Report of Surgeon Cleborne, U. S. Navy, giving list of casualties in the assaulting party from the U. S. S. Ticonderoga.

U. S. S. TICONDEROGA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have to report the following list of casualties in the assaulting party of this ship during the attack upon Fort Fisher on the 15th instant:

Name.	Rate.	Remarks.
Peter Bigley	Second-class fireman	Abrasion of leg.
George W. Coffin	Ensign (Acting)	Flesh wound of thigh.
Columbus Boland	Seaman	Killed (supposed).
Charles Colcord	Private of marines	Supposed to have been blown up.

Respectfully, etc.,

C. J. CLEBORNE,
Surgeon, U. S. Navy.

Captain CHARLES STEEDMAN, U. S. Navy,
U. S. S. Ticonderoga, off Fort Fisher, N. C.

Report of Captain Steedman, U. S. Navy, in commendation of certain petty officers and others of the U. S. S. Ticonderoga.

U. S. S. TICONDEROGA,
Philadelphia Navy Yard, March 21, 1865.

SIR: I beg leave to call the attention of the Department to the conduct of the following petty officers and others during the engagements with Fort Fisher, and respectfully recommend that medals of honor may be granted them:

Robert Sommers, chief quartermaster, is recommended for great coolness and intelligence in looking out for and making signals during the actions with Fort Fisher. He served on board the U. S. S. *Paul Jones*, and was in the actions with the batteries on St. John's River and with Fort McAllister, on the Ogeechee.

Joseph Hayden, quartermaster, is recommended for coolness and close attention to duty in steering the ship into action at Fort Fisher.

Isaac N. Fry, orderly sergeant of marine guard, is recommended for coolness, good conduct, and skill as captain of a gun in the actions with Fort Fisher.

Edward R. Bowman, quartermaster, is recommended for good conduct throughout the action, in which he was badly wounded and bore his sufferings with great fortitude.

William Shipman, coxswain, is specially recommended for his conduct at time of the explosion of the 100-pounder Parrott gun. Being captain of a gun near to the burst one, and seeing the effect of the explosion on those around him, at once encouraged them by exclaiming, "Go ahead, boys; this is only the fortunes of war."

William Taylor, captain of forecastle, is recommended for coolness and skill as captain of a gun in the actions with Fort Fisher.

George Prance, captain of maintop, is recommended for coolness and good conduct as captain of a gun in the actions with Fort Fisher.

Thomas Jones, coxswain, is recommended for coolness and good conduct as captain of a gun in the actions with Fort Fisher.

William Campbell, boatswain's mate, is recommended for coolness and good conduct as captain of a gun in the actions with Fort Fisher.

I have the honor to be, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba.

U. S. S. SANTIAGO DE CUBA,
Norfolk, January 19, 1865.

SIR: I have the honor to report to Rear-Admiral David D. Porter that this steamer, with my division, reached their positions assigned them on the chart at 12:40 p. m., when I opened fire on the batteries according to the chart of the plan of the battle, and as each vessel of this division took their positions they opened a furious fire on the batteries assigned to them; all of which did their duty nobly. I was particularly struck with the beautiful firing of the *Rhode Island* and the *Montgomery*. I would particularly call your attention to Acting Master's Mate Silas W. Kempton, who had charge of a boat's crew detailed for General Terry. Their bravery was unsurpassed. They entered the fort with General Curtis in the assault and Mr. Kempton was sent out with dispatches to one of the generals. I most cheerfully recommend Mr. Kempton for promotion to the grade of acting ensign, and that each of the five men who accompanied him receive a medal, namely: John Griffiths, captain of forecastle; Edward Swatton, seaman; John Swanson, seaman; Phillip Bazaar, ordinary seaman; George Province, ordinary seaman. These were the only men who entered the fort in the assault from the fleet. The list of the killed and wounded I have sent to you previously.

Enclosed you will find the report of Lieutenant N. H. Farquhar in relation to the assaulting party. It appears from the enclosed report that Acting Master's Mate E. C. Finney was mentioned for his bravery and services by Lieutenant Preston in his memorandum book. If such

is the fact, I would also recommend him for promotion to the grade of acting ensign, if it should meet your approbation.

When I say that every officer and man on board of this ship did his duty I can not say more in their praise.

Enclosed you will find the report of the expenditure of ammunition in this action.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Wilmington, N. C.

Report of Lieutenant Farquhar, U. S. Navy, commanding assaulting party from the U. S. S. Santiago de Cuba.

U. S. S. SANTIAGO DE CUBA,
Norfolk, Va., January 19, 1865.

SIR: On the morning of the 15th, in charge of the landing party of this steamer, consisting of Acting Ensign E. C. Bowers, Acting Master's Mates E. C. Finney and Richard Lyons, 35 sailors, and 14 marines, I reported to Fleet Captain Breese for the assault on Fort Fisher, and was assigned by him to the second column.

The marines were turned over to the commanding marine officer.

The shovelers, under Acting Master's Mate Finney, reported to Lieutenant Preston and did so well that he a few moments before his death made a note of them.

At 3 p. m. we charged on the fort with a cheer and a determination to plant our colors on the ramparts. On arriving at the foot of the fort for some reason unknown to me the marines and sailors fell back. Myself and a few others were left at the fort, where we intrenched ourselves till dark. Officers and men behaved gallantly, and I would particularly mention Acting Master's Mate Finney and Augustus Williams (seaman). The latter was the only one that remained with me at the fort. Auzella Savage (ordinary seaman) had the flagstaff shot away above his hand, but he seized the remainder of the staff and brought his colors safely off.

Our loss in sailors, 1 killed, 4 wounded; in marines, 3 wounded.

Very respectfully, your obedient servant,

N. H. FARQUHAR,
Lieutenant and Executive Officer, U. S. Navy.

Captain O. S. GLISSON,
Commanding U. S. S. Santiago de Cuba.

Report of Surgeon Murphy, U. S. Navy, regarding casualties on board the U. S. S. Santiago de Cuba.

U. S. S. SANTIAGO DE CUBA,
Off Wilmington, January 16, 1865.

SIR: I respectfully report the following as the list of casualties amongst the crew of this ship during the attack on the Wilmington defenses January 15, 1865:

Name.	Rate.	Remarks.
William H. Cross	Ordinary seaman	Dead.
James Sherry	Marine	Wounded through neck, shoulder, and thigh; reported to have died.
Alvin S. Warren	Coxswain	Wounded through left lung; serious.
Charles McCarty	Marine	Lost one finger of left hand.
John Mahon	do	Lost four fingers of right hand.
John Esther	Captain afterguard	Two flesh wounds of right leg; not serious.
Patrick McCarty	do	Flesh wound of abdomen; not serious.
Francis Morshad	Seaman	Wound of left leg; not serious.

The preceding men were wounded and killed in the assault on Fort Fisher. The two following were wounded on board ship:

Name.	Rate.	Remarks.
George L. Fisher	Seaman	Contusion of left thigh by splinters; slight.
Thomas Riddell	Landsman	Wound of left eye by splinters; not serious.

Very respectfully, your obedient servant,

JOHN D. MURPHY,
Assistant Surgeon.

Captain OLIVER S. GLISSON,
Commanding U. S. S. Santiago de Cuba.

Report of Captain Sands, U. S. Navy, commanding U. S. S. Fort Jackson.

U. S. S. FORT JACKSON,
Off Fort Fisher, January 16, 1865.

SIR: I have the honor to report that this vessel, under my command, having been detailed as one of the third line of vessels in the attack on Fort Fisher, after having towed the monitor *Mahopac* to the place of action at daylight on the 13th instant, cast off our tow and in obedience to signal from the flagship formed line of battle, following next the *Santiago de Cuba*, the senior ship of our line, stood in with the fleet to cover the landing of the troops near Half Moon battery, sending in our boats to assist in the landing. At 10 a. m., our line being ordered in closer to cover the skirmishers, we proceeded in our proper station in line close to the beach, shelling it in advance of the army, until ordered to cease firing and remain where we were, and we anchored to maintain our position, shifting in closer during the night to protect the front of the troops.

All day of the 14th instant we, at our position ahead of the troops, were employed landing their artillery.

On the 15th instant, at the signal "to send armed boats," we sent 48 sailors and our sergeant's guard of marines, under Lieutenant S. H. Hunt, Acting Assistant Surgeon E. J. O'Callaghan, Acting Master Cony, and Master's Mates Powers and C. Moran as part of the Navy assaulting party. At 9 a. m. we were underway forming line of battle. At the signal for third line to take position, we followed in our station in close order astern of the *Santiago de Cuba*, and passing her when she anchored, took our position a ship's length ahead of her, anchoring head and stern in 4½ fathoms water at high tide, with broadside bearing upon the Mound and batteries between it and Fort Fisher, which opened hotly upon us and the *Santiago de Cuba*. The latter vessel

soon dragging her anchor out of position, and before the other vessels of the line got up to their stations, the three water batteries and the Mound devoted their whole attention to this ship, making excellent practice and dropping their shot over and around us quite thickly. One of the ricochet shots passing close over our rifle 100-pounder struck the *Osceola* and set her on fire as she passed near us to take her station ahead of us. When the other vessels attained their stations, the close attention of these batteries was more equally divided between us. At 3:40 p. m., seeing the stars and stripes floating over the northwest angle of the fort, our fire was directed exclusively to the Mound, which was silenced about sunset. This cannonading was continued as long as we could see anything to shoot at, my guns plying their shot deliberately, and throwing away none except those of the IX-inch broadside, when the ship, from her crankness, would roll too deep to get elevation. The whole fort and adjacent batteries were in possession of the forces by 10 o'clock that night. When officers and men behaved so entirely to my satisfaction, it would seem invidious to particularize, but I must not omit to mention the efficient manner of Lieutenant-Commander R. R. Wallace in his duties of executive officer, and Paymaster C. Hellen, who volunteered, on the scarcity of officers (as he had also done in the previous attack of 24th and 25th December) as my aid and signal officer.

Surgeon P. S. Wales, assisted by Acting Assistant Surgeon E. J. O'Callaghan, were indefatigable in their attention to the wounded of the squadron that were sent on board for transportation north.

I enclose gunner's return of ammunition expended and report of Lieutenant S. H. Hunt of the conduct of his detachment on shore, with list of casualties of the party in that attack.

Very respectfully, etc., your obedient servant,

B. F. SANDS,
Captain, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Lieutenant Hunt, U. S. Navy, commanding assaulting party from the U. S. S. Fort Jackson.

U. S. S. FORT JACKSON,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to report that the officers and men composing the landing party from this ship to storm Fort Fisher conducted themselves in the most gallant manner.

The marines of the *Fort Jackson* came with my party when the charge was made, and the rebel officer who was on the ramparts cheering his men was deliberately shot by one of them.

My party was among the front line when we were forced by the withering fire of the enemy to retreat.

I enclose herewith Acting Assistant Surgeon O'Callaghan's report of the casualties of our party.

Very respectfully submitted.

SYMMES H. HUNT,
Lieutenant, U. S. Navy,
Commanding Landing Party of the U. S. S. Fort Jackson.

Captain B. F. SANDS, U. S. Navy,
Commanding U. S. S. Fort Jackson.

Report of Acting Assistant Surgeon O'Callaghan, U. S. Navy, giving casualties in the assaulting party from the U. S. S. Fort Jackson.

U. S. S. FORT JACKSON,
Off New Inlet, North Carolina, January 16, 1865.

SIR: I have the honor to submit the following list of casualties to the men of this vessel while storming Fort Fisher on the 15th of January, 1865:

Name.	Rate.	Remarks.
James McGrath	Private of marines	Killed.
Louis Reinig	Corporal of marines	Shot, right shoulder.
Philip Arnold	do	Shot, left leg.
John Hines	Private of marines	Do.
John Miller	do	Shot, left arm.
Henry Seigle	Quarter gunner	Shot in the head.
William Marsden	Quartermaster	Shot in the right shoulder.
Julius Flinty	Seaman	Shot, right leg.
Albert Weeks	do	Do.
John Hughs	do	Shot, right foot.
Augustus Schenk	Landsman	Shot in right shoulder.

Most respectfully, your obedient servant,
EDWARD J. O'CALLAGHAN,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant S. H. HUNT, U. S. Navy,
U. S. S. Fort Jackson, off New Inlet, North Carolina.

Report of Commander Clitz, U. S. Navy, commanding U. S. S. Osceola.

U. S. S. OSCEOLA,
Cape Fear River, North Carolina, January 17, 1865.

ADMIRAL: I have the honor to make the following report of the part taken by this vessel under my command on the 13th, 14th, 15th, and 16th instant:

Our station, as per plan, was the third vessel in line No. 3, commanded by Captain O. S. Glisson.

On the 13th we were employed in landing troops and stores, covering the skirmishers, and now and then shelling the woods.

On the 14th employed in landing stores and artillery and supplying the monitors with ammunition and projectiles.

On the 15th, in compliance with signal, landed a storming party composed of Acting Ensign J. F. Merry, Acting Master's Mate Thomas Rogers, 24 sailors, and 13 marines. At about noon got underway in obedience to signal, stood toward Mound fort, and at about 1 p. m. opened fire on the said fort. As we were about anchoring ahead of the U. S. S. *Fort Jackson*, a shell from that fort (150-pounder) struck us, entering the cabin, and exploded, some of the fragments going through the opposite side of the ship and demolishing the cabin in toto. At one time we were on fire, but soon succeeded in extinguishing it. At dark ceased firing and remained in our position during the night.

On the 16th entered Cape Fear River and anchored close to the Mound fort. Sent out boats to sound and drag for torpedoes.

I regret to say that the forward 100-pounder Parrott is badly cracked in two places, which renders it unfit for further service.

I am happy to state that the officers and crew did their duty to my entire satisfaction.

I herewith enclose the reports of casualties, injuries, and the amount of ammunition expended.

I am, sir, very respectfully, your obedient servant,

J. M. B. CLITZ,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, off Fort Fisher, N. C.

Report of Assistant Surgeon Winslow, U. S. Navy, regarding casualties on the U. S. S. Osceola.

U. S. S. OSCEOLA,
Cape Fear River, North Carolina, January 17, 1865.

SIR: I have the honor to report the following casualties which happened to this steamer's crew. The wounds are all gunshot, and were received on shore during the charge on Fort Fisher, the 15th instant. I am happy to state that there were no accidents on board this steamer during the engagement:

Name.	Rate.	Remarks.
John F. Merry	Acting ensign	Both thighs; serious.
William Williams	Marine	Right thigh; serious.
Thomas McDermot	Landsman	Right cheek; slight.

Respectfully, etc.,

GEORGE F. WINSLOW,
Assistant Surgeon, U. S. Navy.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Report of Lieutenant Weidman, U. S. Navy, regarding the damages sustained by the U. S. S. Osceola.

U. S. S. OSCEOLA,
New Inlet, North Carolina, January 17, 1865.

SIR: The following is a statement of damages sustained during the action of the 13th, 14th, 15th, and 16th instant:

A shell, supposed to have been a 150-pounder rifle, passed through the starboard side of the vessel abaft the port for the pivot gun aft, passing into the cabin and there bursting, destroying all the light joinerwork and injuring the spar and berth decks. Pieces of the shell passed through the opposite side.

In transporting artillery from transports the copper was wrenched off the first launch.

The forward pivot gun, after sustaining over fifty rounds, was cracked in two places and became useless.

The hull of the vessel has, in my opinion, been considerably shattered, the vessel leaking quite freely.

Very respectfully submitted.

JOHN WEIDMAN,
Lieutenant and Executive Officer.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Report of Acting Gunner Breslyn, U. S. Navy, regarding expenditure of ammunition on the U. S. S. Osceola.

U. S. S. OSCEOLA,
New Inlet, North Carolina, January 17, 1865.

SIR: I respectfully report the following ammunition expended from the 13th to the 16th instant, inclusive:

IX-inch shells (10-second)	30
IX-inch shells (5-second)	6
100-pounder shells, Schenkle percussion	77
IX-inch solid shot	5
IX-inch grapeshot (for buoys)	18
100-pounder charges powder, 10 pounds	52
100-pounder charges powder, 7 pounds	25
IX-inch charges powder, 10 pounds	41
Quill primers	140

Very respectfully, your obedient servant,

J. C. BRESLYN,
Acting Gunner.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Report of Acting Gunner Breslyn, U. S. Navy, regarding articles missing from the gunner's department.

U. S. S. OSCEOLA,
New Inlet, North Carolina, January 17, 1865.

SIR: I respectfully report the following articles lost and missing from the gunner's department since the first attack on the rebel batteries up to this date:

December 26, 1864.—Two hand grapnels, 1 revolver, 2 wood axes, 2 battle axes, 9 waist belts and cartridge boxes.

January 15 to 17, 1865, inclusive.—Ten revolvers, 2 cutlasses.

Very respectfully,

J. C. BRESLYN,
Acting Gunner.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Sassacus.

U. S. S. SASSACUS,
Cape Fear River, North Carolina, January 19, 1865.

SIR: I have the honor to report that in the recent operations of the fleet under your command against the enemy's works, Fort Fisher and others at the eastern entrance, this vessel took part as follows:

On the 13th, boats employed landing our troops; the vessel shelling the woods ahead of the skirmishing line.

14th, boats and working parties engaged landing artillery and provisions for the army, and supplying ordnance stores to the monitors.

15th, in obedience to signal, sent an armed force of 36 men, in charge of Acting Ensign William H. Mayer, to report for duty to the flagship. At noon in position assigned by chart plan of the battle, anchored, and engaged the enemy, firing 234 IX-inch shell with good effect. About 9 p. m. ceased firing, the enemy having surrendered. Mr. Mayer and

his men joined the expedition to assault the sea face of Fort Fisher. I have to regret the loss of 3 men killed and 3 wounded, of the number sent from this vessel. It gives me much pleasure to state that the conduct of the officers and men throughout the entire work was such as to merit my approbation and would respectfully recommend to your consideration for promotion to the grade of acting master, Acting Ensign William H. Mayer, for gallantry while under fire of the enemy at the time of the assault by the navy.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Report of Acting Assistant Surgeon McPherson, U. S. Navy, regarding casualties on the U. S. S. Sassacus.

U. S. S. SASSACUS,
Cape Fear River, North Carolina, January 18, 1865.

SIR: I have to report the following casualties that occurred January 15 and 16:

Killed.—Barney Lafferty, landsman, whilst making assault on Fort Fisher.

Wounded.—William Murphy, seaman, wounded in foot slightly; George Browning, landsman, wounded in left side, musket ball, severely, sent to hospital; William Scott, sailmaker's mate, wounded in foot, do not know the extent of injury, as he was sent to hospital ship.

January 16.—Killed by explosion in magazine of Fort Fisher, William Fairbanks, landsman.

Missing.—William Baker, landsman; was in the fort when the magazine exploded, and is supposed to have been killed.

Very respectfully, your obedient servant,

GEO. E. MCPHERSON,
Acting Assistant Surgeon.

Lieutenant-Commander J. L. DAVIS,
Commanding U. S. S. Sassacus.

Report of Acting Ensign Wood, U. S. Navy, commanding assaulting party from the U. S. S. Chippewa.

U. S. S. CHIPPEWA,
Cape Fear River, North Carolina, January —, 1865.

SIR: I have the honor to report that in obedience to your orders of the 15th instant, at 9 a. m. I, in charge of the launch, with a crew of 15 men, armed with cutlasses and revolvers, proceeded to the flagship *Malvern* to report for duty as part of the storming party, but if I found all the boats going ashore, to follow them, which I did, and landed through the surf safely, leaving two men in charge of the launch as boat keepers. Soon after, Acting Ensign William H. DeGrosse from this vessel, landed in charge of the first cutter and 7 men armed. We left no boat keepers with the cutter, but hauled her up on the beach and organized our men, 20 in number, and joined the third division, under command of —— ——, and by 1:30 p. m. we were drawn up in

line of battle, the third division in the rear. It was then that Rear-Admiral Porter's orders were read to us, and as near as I can remember, it was 3 p. m. when we made our advance. While marching up the beach our line being changed into columns, the marines passed us next to the water on the double-quick, going toward Fort Fisher. The enemy's bullets began to pick off our men, and the order was given for us to lie down, and I think that some of our men were wounded then. Soon after the order was given to advance and we started on the double-quick and advanced (to the best of my knowledge) within 800 yards of Fort Fisher, when the order was again given to halt, and we got under cover as much as possible. This was what the men needed, for we were out of breath. Soon after the order was again given to charge, and with revolvers in one hand and cutlasses in the other we made the charge, the *Chippewa's* men keeping in good order, Mr. DeGrosse on the left and myself on the right. It was near the stockade that our ranks were thinned so badly. I saw that the men began to waver and that there were but few men ahead of our little party, when I turned to urge my men on. William McGill was close to me, bearing our flag bravely, and Mr. DeGrosse a little in the rear with his sword waving high in the air, shouting to the men to come on. Here is where our lines were broken, and I wondered where our men were, but still kept going on parallel with the stockades, which are built from the beach up to the fort. There was an opening in the stockade which we made for, and it was here I passed Lieutenant-Commander James Parker in this opening, shouting for the men to come on. When I passed through this opening there were 5 men ahead of me—William McGill, Richard Gallagher, John Wilson, and 2 other men (not of our ship). I wish I knew the brave fellows' names; one of them was shot. It was here that I heard voices saying, "They are retreating," and turning around saw the marines and blue jackets on the retreat, and then came out of this opening and went about 50 feet up the other side of the stockade, and when I saw no one following me, I retreated to get behind a pile of sand which was thrown up at the opening in the stockades. The stockades were about 12 feet high, and were on a line up from the beach in this form: ⟋⟍ and it was through this opening we tried to enter, but it was too hot. The parapet of the fort seemed to be lined with men, and one rebel officer stood up there clapping his hands, singing out to his men, to kill the Yankee —— ——. Our sailors had but few rifles with them, and we could not return the fire, even one shot for one hundred. I was completely exhausted, for we had made a long charge. I crawled in back of the stockade, and there I found about 60 officers and men throwing up sand against the stockade for protection. I joined the number and commenced throwing up sand also, and it seemed that for every handful of sand thrown up there were ten bullets came. I found there of the *Chippewa's* men, Hubert Peters, James Kelly, Thomas McNeil, and Richard Gallagher. I have since learned that John Wilson was there, but down to the end of the stockade with Lieutenant Lamson, who lay there wounded in the arm. When dark set in we retreated down the beach one by one, and with my 4 men we picked up a wounded sailor, bringing him down the beach with us to the hospital, which was about halfway from the Half Moon battery to Fort Fisher. Leaving the hospital I fell in with 3 or 4 more of my men, and falling in with one of our commanding officers, I was ordered to take my men and go down to army headquarters, which I did, and there found Mr. DeGrosse, who told me of our loss and informed me that he had sent all our wounded men off to the shipping, who were: Andrew Robinson, William Sullivan, Otto Nemetz, and Thomas Williams.

At the conclusion, sir, I can not help speaking of Acting Ensign DeGrosse, who did all in his power to rally the men, and urge them on. If he had been placed at the head, I presume that nothing but a bullet would have stopped him short of the parapets of the fort, and also mention with the before-mentioned names: Thomas H. Goldey (landsman), William Wilson (captain of fore), and Anthony Barnes (landsman).

I am sorry to say that we lost 4 men by the explosion which took place shortly after daylight, viz, Hubert Peters (master-at-arms), James Kelley (seaman), William Jones (seaman), and John Welsh (ordinary seaman).

I am, sir, very respectfully, your obedient servant,

GEO. H. WOOD,
Acting Ensign.

Lieutenant-Commander EDWARD E. POTTER,
Commanding U. S. S. Chippewa.

Report of Lieutenant-Commander Potter, U. S. Navy, regarding casualties on the U. S. S. Chippewa.

U. S. S. CHIPPEWA,
Off New Inlet, North Carolina, January 16, 1865.

SIR: I have to report the following casualties from this vessel:

Name.	Rate.	Remarks.
James Kelley	Seaman	Killed.
John Welsh	Ordinary seaman	Do.
Andrew Robinson	Coxswain	Severely wounded.
Wm. Sullivan	Landsman	Do.
Otto Nemetz	....do	Do.
Hubert Peters	Master-at-arms	Missing.
Wm. Jones	Seaman	Do.

The wounded were wounded at the charge.

Robinson and Sullivan were sent on board some other vessels last night; I can not yet find which.

Nemetz was brought on board this morning and pronounced by the surgeon to be slightly wounded; now discovered to be unfit for duty for some time.

Kelley and Welsh were killed by the explosion at the fort and their bodies buried by our men.

Peters and Jones I suppose to have been also killed by the explosion. Their bodies have not been recovered.

I am, sir, very respectfully, your obedient servant,

EDWARD E. POTTER,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Young, U. S. Navy, commanding U. S. S. Maratanza.

U. S. S. MARATANZA,
New Inlet, January 18, 1865.

SIR: I have the honor to report that the assault made on Fort Fisher on the 15th and 16th instant the following officers and men from

this vessel were employed in the third division: Lieutenant-Commander Selfridge; Acting Master Wood, in charge of landing party, was slightly wounded, but not enough to incapacitate him for duty; Acting Master's Mate Alger had his right arm broken; Acting Ensign Crowell and Acting Master's Mate Crossman escaped unwounded, and returned with men under their command intact. I would state that we had engaged 4 officers and 38 men and 9 marines, with 4 boats.

Enclosed, the report of expenditure of ammunition, surgeon's report, and the reports of Acting Master Wood and Acting Ensign Crowell.

I am, very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Acting Assistant Surgeon Hamilton, U. S. Navy, regarding casualties on the U. S. S. Maratanza.

U. S. S. MARATANZA,
Off Cape Fear River, North Carolina, January 18, 1865.

SIR: I have the honor to report the following casualties as having occurred to this ship's company during the recent attack on Fort Fisher and its defenses:

Acting Master James B. Wood, jr., received a flesh wound of the side over the seventh rib and to the right of the sternum, the result of a rifle ball.

Acting Master's Mate W. H. Alger was struck by a rifle ball in the arm, passing through and resulting in the fracture of the upper part of the humerus.

Private Charles Sullivan, of the Marine Corps, was struck by a fragment of shell, producing a slight contusion of the thigh.

Very respectfully, your obedient servant,

JOHN W. HAMILTON,
Acting Assistant Surgeon.

Report of Acting Master Wood, U. S. Navy, commanding assaulting party from the U. S. S. Maratanza.

U. S. S. MARATANZA,
Cape Fear River, January 17, 1865.

SIR: I have the honor to make the following statement in relation to the attack on Fort Fisher:

At 10 o'clock a. m. of the 15th, in obedience to your order, I left the vessel in charge of 3 officers, 9 privates, and 38 men, and reported to the flagship. From there I was ordered to land on the beach about 2 miles N. E. of Fort Fisher. On arriving there I formed my company with the third division, except 20 men, whom I was ordered to send to the front as sappers, and the privates to join the privates, after which we all marched a few rods to the interior. After remaining there about three-quarters of an hour, and receiving our instructions from our divisional officer, we marched with the other divisions toward the fort. When within about a half mile from it we halted on the beach in such a manner as to protect ourselves from the musketry from the fort, as several of the men had been wounded. We remained there about one-half hour, when the order was given to advance farther on. Every

officer and man did so at a double-quick time until we reached to a stockade which led toward the fort, under a very severe fire of musketry and a little grape or canister at the same time. Notwithstanding that, and the killed and wounded, our men kept bravely on, with the firing increasing. When within a few yards from the fort the men stopped, as the musketry was too severe. Encouragement from myself and other officers from my company was no use, when all at once everybody started back up the beach under a very severe fire of musketry, grape, etc., from the enemy's works. I, with my other officers, got 8 men to make the second attack, being all I could get. The attack being given up, we intrenched, per order, for the night.

The casualties are myself, slightly wounded in the chest; William H. Alger, arm fractured. My officers, J. W. Crowell, acting ensign; William H. Alger, master's mate; Charles H. Crossman, master's mate, and men, behaved bravely.

I am, sir, very respectfully, your obedient servant,

J. B. WOOD,
Acting Master, Commanding.

Lieutenant-Commander GEORGE W. YOUNG,
Commanding.

Report of Acting Ensign Crowell, U. S. Navy, regarding the operations of the assaulting party from the U. S. S. Maratanza.

U. S. S. MARATANZA,
Mouth of Cape Fear River, January 17, 1865.

SIR: I most respectfully report that on the afternoon of the 15th of this month, while making the assault on the front of Fort Fisher, the officers and men from this ship made the charge in a most brave and gallant style, getting in advance of the third division under a terrific and effective fire from the enemy, and when close up to the muzzle of their guns I noticed a sudden and universal retreat of all our force. I used every exertion to rally them and charge again, in obedience to the order from our divisional commander, Lieutenant-Commander T. O. Selfridge, when, finding the attempt unsuccessful, and being left nearly alone, I retreated, in company with Captain Selfridge. In the evening our men were engaged in picking up the wounded. On the 16th we returned to the ship.

During the assault Acting Master J. B. Wood, jr., commanding our detachment of men, was slightly wounded and Acting Master's Mate W. H. Alger was severely wounded.

I am, sir, most respectfully, your obedient servant,

J. W. CROWELL,
Acting Ensign.

Lieutenant-Commander GEORGE W. YOUNG,
Commanding U. S. S. Maratanza.

Additional report of Lieutenant-Commander Young, U. S. Navy, commanding U. S. S. Maratanza.

U. S. S. MARATANZA, *February 14, 1865.*

SIR: I have the honor to report that in the assault made on Fort Fisher on the 15th and 16th of January last the following officers and men belonging to this vessel were engaged, being detailed for service with the third division: Lieutenant-Commander Selfridge, Acting

Master James B. Wood, in charge of party, Acting Ensign Joseph W. Crowell, Acting Master's Mates William H. Alger and C. H. Crossman, with 9 marines and 38 men (four boats' crews).

Acting Master James B. Wood was slightly wounded in the chest, and Acting Master's Mate William H. Alger had his right arm broken, so as to necessitate his being sent north to Norfolk hospital. Acting Master J. B. Wood, in his report, speaks in the higest terms of the officers and men under his command. Acting Ensign Crowell and Acting Master's Mate Crossman escaped unhurt, and returned to the vessel with their men intact. Charles Sullivan (marine) was slightly wounded. Attached please find surgeon's report of casualties and expenditure of ammunition in the gunner's department. I am induced to make this second report, understanding that the former was not received.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island.

U. S. S. RHODE ISLAND,
At Sea, January 16, 1865.

SIR: I would very respectfully submit the following report of the part taken by the *Rhode Island* in the late attack on Fort Fisher and Federal Point batteries:

We got underway at 9:30 a. m. on the 13th instant, with the third division; took up position near the shore to the eastward of Fort Fisher. At 10 a. m., to cover the landing party, anchored, and dispatched boats to the transports to assist in landing troops, provisions, and ammunition.

On Saturday, the 14th instant, engaged in landing troops, horses, and artillery.

On Sunday, the 15th instant, dispatched Acting Master Zera L. Tanner and Acting Ensign Lemuel Pope in charge of boats, to assist in landing siege guns. At 10 a. m., pursuant to signal, sent Lieutenant Frederick R. Smith in charge of marines and a party of sailors, accompanied by Acting Ensign Nichols Pratt and Acting Master's Mate Edward E. Bradbury, to participate in the assault on Fort Fisher.

At 11 a. m. got underway and took position, engaging the enemy's works to the southward of Fort Fisher, opening fire with the starboard battery of seven guns, keeping up a continuous fire until 3 p. m., when the signal was made to cease firing; soon after the assaulting party was seen on the ramparts of the fort, and our flags were seen waving over its walls. The firing was resumed upon signal being made to fire on the Mound battery, its guns being turned on the assaulting party.

The *Rhode Island* went into action with nearly one-half of her complement, a party being engaged in landing siege guns for the army, the importance of which service has been duly acknowledged by the general in charge, and another portion of the officers and crew, with Lieutenant F. R. Smith, were connected with the storming party.

Acting Master Charles O'Neil, in the absence of Lieutenant Smith in charge of the storming party from this vessel, acted as executive officer during the action, which, in addition to his own duty, he discharged with special credit.

Acting Ensign Robert O. Lanfare, the only divisional officer on board, merits praise, fighting his own gun and exercising a supervision over the others.

Acting Master's Mates Richard W. Wallace, John P. Fisher, Henry R. Gardiner, and George H. Appleton deserve special mention for the good manner in which their guns were handled.

I have also to acknowledge the services of Acting Chief Engineer John F. McCutchen for the skillful manner in which the engine was worked during the action, and further aid rendered by himself and assistants.

Assistant Paymaster William Lee Darling acted as my aid during the engagement and rendered himself very useful in communicating the necessary orders.

Assistant Surgeon Edward B. Bingham deserves mention for his promptness in looking up our wounded after the assault and bringing on board for treatment all those whose wounds would admit of their being moved, thereby making more room on the hospital vessel for the more serious cases.

Captain's Clerk Langdon S. Rogers deserves mention for the zealous manner in which he discharged the duties of signal officer on this occasion, as well as during the action of the 24th of December.

Paymaster's Clerk William J. Bennett, in charge of powder division, merits a favorable mention for the careful and prompt manner in which the divisions were served.

Credit is due to the gunner, Henry Hamilton, for the dispatch with which the ammunition was delivered from the magazines and shell rooms.

I take this opportunity to bring to your favorable notice Charles H. Foy, signal quartermaster, not only for his services during the action, but for his uniform good conduct and long and faithful services. He has been in the naval service upward of twenty years, over three of which have been on board of this vessel.

I would further add that very great credit is due to the crew. Although shorthanded and having an extra gun on the starboard side, the battery was worked well and rendered very good service. I am happy to state that there were no casualties on board. I enclose herewith the report of Lieutenant Smith, together with a list of the casualties in the storming party from this vessel; also the gunner's report of ammunition expended during the engagement.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Report of Lieutenant Smith, U. S. Navy, commanding assaulting party from the U. S. S. Rhode Island.

U. S. S. RHODE ISLAND,
Off Wilmington, N. C., January 16, 1865.

SIR: I would respectfully make the following report of the boat expedition from this ship, fitted and armed in compliance with Admiral Porter's general order to operate against Fort Fisher:

On the morning of 15th instant, in obedience to general signal from the flagship, armed and equipped first and second cutters and *Scor-*

pion and reported to the admiral; was ordered to land and report to Lieutenant-Commander K. R. Breese. I landed and reported, and was ordered to send the marine guard to the captain of marines in charge of marine battalion and put my men in line with the second division on the left of the *Gettysburg's* crew. After getting into line by divisions we advanced in columns of companies to within 1,200 yards of the fort, where we were formed into one grand division and marched up the beach by the left flank until within 800 yards of the fort, when we were ordered to lie down. We remained in this position until 2:45 p. m., when we received the order to charge. We advanced at double-quick, under a heavy fire of musketry and grape, to the stockade, and then filed to the right and charged the sea face of the fort. We were repulsed with considerable loss; retreated down the beach, and sent my wounded men to the hospital ship.

Received orders to proceed to the right of the army line, where an attack was expected, to render all assistance possible to our picket line, now somewhat weakened.

Our line was not disturbed during the night. At 6 a. m. I embarked and returned to the ship. The officers and men under my command behaved splendidly.

Very respectfully, your obedient servant,

FRED. R. SMITH,
Lieutenant and Executive Officer.

Commander S. D. TRENCHARD, U. S. Navy,
Commanding U. S. S. Rhode Island.

Report of Assistant Surgeon Bingham, U. S. Navy, regarding casualties on the U. S. S. Rhode Island.

U. S. S. RHODE ISLAND,
Off Wilmington, January 16, 1865.

SIR: I have the honor to report the following casualties in the storming of Fort Fisher on the afternoon of January 15, 1865:

Name.	Rate.	Remarks.
Jeremiah Coonie	Chief boatswain's mate	Gunshot wound left shoulder and left chest.
Patrick Harrington	Landsman	Gunshot wound left wrist.
John B. Maury	Ordinary seaman	Gunshot wound right buttock.
John Daisy	Marine	Gunshot wound, amputating middle, ring, and little fingers, left hand.
Harry Devoy	Ordinary seaman	Gunshot wound through fleshy part of throat in front of trachea.
John Sullivan	Landsman	Abrasion of right hand.
Fred Archer	Seaman	Gunshot wound fleshy part of right thigh.
Austin Buckley	Ordinary seaman	Abrasion of left shoulder.
Charles Wilson	....do	Missing.
Stephen D. Tripp	Landsman	Do.

Very respectfully, your obedient servant,

ED. B. BINGHAM,
Assistant Surgeon.

Commander STEPHEN D. TRENCHARD,
Commanding U. S. S. Rhode Island.

Report of Gunner Hamilton, U. S. Navy, regarding expenditure of ammunition on the U. S. S. Rhode Island.

U. S. S. RHODE ISLAND,
Off Wilmington, N. C., January 16, 1865.

SIR: I respectfully forward the report of ammunition expended in the attack on Fort Fisher and other batteries at the mouth of Cape Fear River, N. C.:

IX-inch shells	94
VIII-inch shells	136
30-pounder shells	69
12-pounder shells	3
Total rounds	302

Very respectfully,

H. HAMILTON,
Gunner.

Report of Lieutenant Cushing, U. S. Navy, commanding U. S. S. Monticello.

U. S. S. MONTICELLO,
Off Wilmington, January 17, 1865.

SIR: I have the honor to report the part taken by this vessel in the actions of the 13th, 14th, and 15th instants, resulting in the capture of the harbor defenses of Wilmington, the loss of foreign supplies to the rebels, and the ruin of those holding the Anglo-rebel loan:

On the 13th and 14th the *Monticello* assisted in guarding the troops in landing and advancing. On the 15th instant, by your order, I took position close in by the fort and shelled the rebel privateer *Chickamauga* and three transport steamers from their position in the river, thus preventing the landing of reinforcements for the garrison. The ship's guns were then turned on the fort and used with effect throughout the day.

At noon I landed with 40 men from this vessel to take part in the naval assault on Fort Fisher. My men and those of Lieutenant Porter, of the *Malvern*, led the advance of the storming party. The marines did not clear the parapet of the fort, as anticipated, hence the assault failed. Our sailors were close under the walls, subjected to a very heavy fire, since the main body of the enemy had been drawn to that point to resist what they supposed to be the weight of the attack. We were forced to fall back with the loss of many of our best officers and men, but not before the army, through its own gallantry and our diversion in its favor, had effected a lodgment that secured subsequent success. Then, finding myself apparently senior officer, I rallied as many sailors and marines as possible, and at night placed them in the trenches, as requested by General Terry, thus relieving some regiments that went to the front. In this I was greatly assisted by your son, Secretary Porter, and by Lieutenant Woodward, of the *Minnesota*. Acting Ensign Daniel W. Lakin, of this vessel, behaved gallantly and rendered material aid. My loss during the day consisted of 4 killed and 4 wounded.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Comdg. North Atlantic Squadron, U. S. S. Flagship Malvern.

reached the head of my men after a hard run when I saw the head of the line of sailors, who had reached the end of the stockade, begin to falter and turn back and was myself, about 40 or 50 yards from the end of the stockade on the beach. I saw some 6 or 8 men go around the end of the stockade, but immediately return, and it was at this instant that the whole line commenced doubling up and flying, everybody for themselves, except some 30 officers and men at the head of the line, who took cover under an angle in the stockade.

The efforts of the officers to rally the men were wholly unsuccessful, the order to retreat being passed along generally. At the moment when the head of the line gave way the marines were not near enough to open fire effectually, and were on the double-quick and quite exhausted, nor was there the slightest cover this side of the stockade, except a few sand hills very near the stockade.

I saw that the men were hopelessly repulsed. I looked to the rear of the line, which was breaking as well as the front, and that a good many marines were joining in the retreat, so that I at once ordered the marines to "lie down and fire at the parapet," with a view of decreasing the rebel fire and to prevent the confusion and exposure incident to such a crowd retreating upon an open beach.

Nearly all the marines of the first and second companies obeyed this order; the two rear companies I could not see, but as few were to be seen after the retreat was effected, I take it for granted that they went also.

As soon as the panic was over I ordered those men who had lain down and were firing to retreat in squads, as I supposed the fleet would soon open on that bastion of the fort. I did not retreat myself, but stayed on the beach, about 50 yards from the end of the stockade, until sunset, watching the progress of the army.

When I went to the rear a staff officer informed me that General Terry desired all the marines and sailors who had arms to occupy the right of General Paine's line; that the rebels were demonstrating there. Though it was nearly dark I succeeded in getting about 180 marines behind the breastworks near General Terry's headquarters, where they remained until morning.

The rebels, from the manner in which they met the assault, evidently regarded it as the main attack, as it was the first. With the result of our attack no one was more disappointed than myself.

I obeyed all the orders I received from Captain Breese promptly, and exerted myself all I could to make the assault successful, and though a portion of the marines retreated with the sailors, it is but just to the rest to say that they remained and performed the duty of good soldiers until I passed the order to retreat.

I remain, very respectfully, your obedient servant,

L. L. DAWSON,
Captain, U. S. Marine Corps.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Captain Dawson, U. S. Marine Corps, answering criticisms of Rear-Admiral Porter.

U. S. FRIGATE COLORADO,
New York, January 27, 1865.

COLONEL: I have the honor to report our arrival at this place, and to enclose you a communication and rough diagram which I wrote upon

reading the admiral's report of the 15th, and as he maintains the same opinions in that of the 17th, I thought I would forward it to you for your perusal.

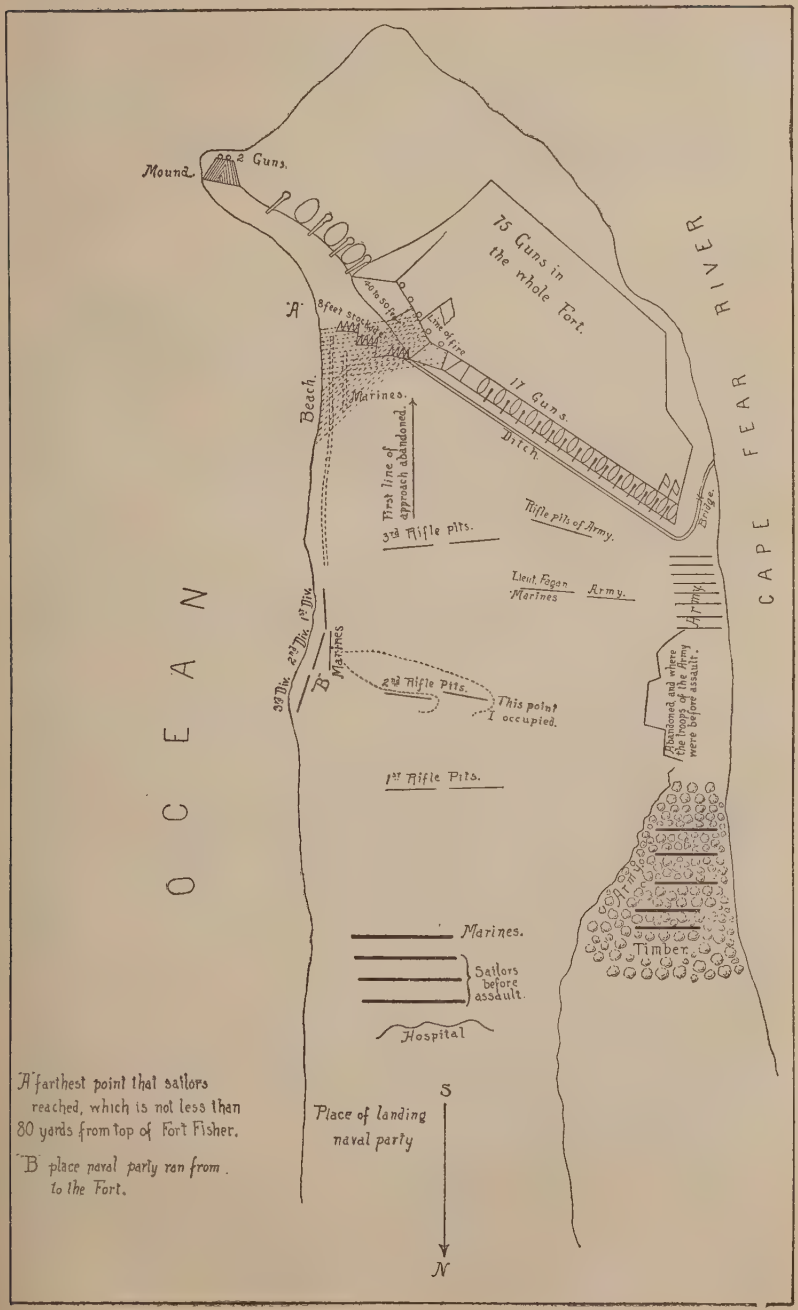
The admiral speaks of the "marines not being in position, occupying the rifle pits, etc." I have already written you that the line of approach first marked out, where some slight cover was thrown up, was abandoned by Captain Breese, and that he took the whole of us on the beach. At the time we all laid on the beach we were by the right flank, marines abreast the second division. While at this point I received no orders whatever from Captain Breese as to what he proposed the marines should do before the order to "charge" was given, nor while we were on the move up the beach. Everyone rose up, and my men, having muskets and 40 rounds, had as much as they could do to keep up with this second division. They could not possibly pass it and catch up to the first division, as we were all running our best for the fort. As I have written, there was no cover on this approach except the stockade, and in the absence of orders that was what seemed to me the point for the marines to reach before attempting to fire. But the head of the line, first division, gave way at once under the very heavy fire, and, while my men gained ground on the first division, I saw their repulse, which satisfied me that it was useless to keep on with the marines, for I should not have reached cover with half my men; consequently I ordered them to lie down and fire.

It is strange that the admiral attributes the want of success alone to the 350 marines not clearing the parapet of a garrison 2,200 strong, which he admits "was much stronger than he had conceived, and more formidable than the Malakoff, which took the allied armies months to reduce." The following are, I think, some equally substantial apologies: First, that the fort was defended by 2,000 muskets behind a parapet, with but 350 muskets opposed on an open beach, having to run under fire before reaching a point where they could return their fire; secondly, a wholly unorganized force of 1,400 men rushed along an open beach for 600 yards under fire by the flank, armed with pistols and cutlasses, and, thirdly, that the naval party assaulted before the army instead of after, thereby not only drawing nearly the whole fire of the rebels upon themselves, but acting in direct violation of the admiral's express written order, which was "that the naval party should not move to the assault until the army was seen going in over the northwest parapet of the fort."

I carried out all the orders I received from Captain Breese, and did all that I could in the few minutes I had to organize the men. I had not time to number the men off, post a guide or officer, except captains, or equalize companies, for a good many men were delayed by the distance some had to pull in getting ashore. Captain Breese in his report makes no mention of the fact that I placed about 180 marines behind the breastworks vacated by a portion of General Paine's forces—the only men who had muskets of the naval party, and more men than were collected from the whole 1,400 sailors and placed in the same line.

I have written all this to the Colonel Commandant to show that I was willing to do all that I could, and that I did do all that seemed practicable and for the best interest of the service.

In justice to those who were killed and wounded, and to the Corps, which is always ready to do what they can for our cause, I do not think that the marines (with all the light we now have on the subject)


Mound
2 Guns.
75 Guns in the whole Fort.
A
8 feet storm
Line of fire
17 Guns.
Ditch.
Bridge.
Beach.
Marines.
First line of approach abandoned.
3rd Rifle pits.
Rifle pits of Army.
Lieut Fagan
Marines
Army.
OCEAN
CAPE FEAR RIVER
3d Div. 2d Div. 1st Div.
B
Marines
2nd Rifle Pits.
This point I occupied.
Abandoned, and where the troops of the Army were before assault.
1st Rifle Pits.
Marines.
Sailors before assault.
Timber
Hospital
A farthest point that sailors reached, which is not less than 80 yards from top of Fort Fisher.
B place naval party ran from to the Fort.
Place of landing naval party
S
N

should alone be blamed because the admiral expected from them impossibilities.

With great respect, I am, your obedient servant,

L. L. DAWSON,
Captain, U. S. Marine Corps, Commanding Guard.

Colonel Commandant JACOB ZEILIN,
Commanding U. S. Marine Corps, Washington, D. C.

Additional report of Captain Dawson, U. S. Marine Corps.

U. S. FRIGATE COLORADO,
New York, January 27, 1865.

SIR: In the official report of Rear-Admiral D. D. Porter of the 15th instant, in relation to the late assault upon Fort Fisher on the part of the Navy, I think there is a manifest injustice to the marines who participated in that assault.

I am fully aware that the whole scene appeared very differently to the admiral, who was near a mile off, than to myself, and that while the admiral anticipated success only, on the part of his forces, anything else was a disappointment, which I am sure those who were in the assault feel as deeply as anyone.

The admiral says that "The marines could have cleared the parapet by keeping up a steady fire, but they failed to do so." I am now, and was satisfied at the time of firing, that they could not begin to silence the rebel fire, for there were not less than 800 firing at us from behind a high parapet (with an occasional canister of grape), while I had but 350 marines at long range, wholly exposed.

Admitting, however, that we could have silenced the rebels (an impossibility), it would have amounted to nothing, for the sailors had already broken and were coming back pellmell, before one volley from my men could have been commanded. But the best evidence that the sailors could not have succeeded with such a force is that it took 3,000 veteran troops, with a support of 2,000 and a like reserve, seven hours hard fighting, after getting a strong foothold, before the garrison yielded.

The sailors gave way when the leading division neared the end of the stockade on the beach, though a few had the good sense to keep on and take cover under an angle in the stockade, where they remained until dark, which example should have been followed by the whole of the first division, and we would have gained shelter with a considerable force about 100 yards from the main bastion of Fort Fisher, and lost fewer men than we did.

Upon reporting to Captain Breese, he informed me that he had a party digging intrenchments toward the fort, and, as they were completed, he wished me to occupy them. I advanced my men about 400 yards the first time, and after waiting a while made another run forward about the same distance, pushing 25 skirmishers about 150 yards nearer the fort, who made their own cover.

At the time I understood that it was intended to make one more such step, which would have placed the marines within about 200 yards of Fort Fisher, when they could soon complete their cover, while the sailors came up to the intrenchments behind; and that at the signal to assault the marines would keep up a full fire, the sailors rush by them, and the marines follow into the fort; thus, in the event of a repulse, we would have cover to fall back to.

While my men occupied this second line of cover Captain Breese sent an officer, Lieutenant Porter, who said that "there was splendid cover on the beach, and to take the marines there and he would bring up the sailors." This was promptly done, the sailors coming up, and after resting a few moments I was surprised to hear the order, "Charge," for I was anxiously watching the army, who were, by the express orders of the admiral, to be "seen going in over the northwest parapet of the fort before the sailors assaulted," and I could see no move whatever on their part; nor did they move until we were repulsed.

From this position we had at least 600 yards to run over before reaching the stockade, all moving by the right flank instead of division front, for the rear was necessarily at least 300 yards from the head of the line, and could therefore be of no support whatever. The marines were abreast the second division of sailors next to the fort.

At the moment when the sailors were repulsed their real work and difficulties had not commenced, for they yet had a stockade 8 feet high, of strong timber, to get over, besides a deep and wide ditch commanded by two guns, and a steep side of the fort of loose sand, over 40 feet in height to escalade, all plowed up by our shells, before they could defend themselves, being armed with pistols and cutlasses only.

No one can doubt but that a volley from three or four hundred rebels, and a free use of their bayonets, must have driven the best men, thus armed, back immediately.

At the time I observed the sailors falter under the heavy fire I had no idea that it would end in a route, nor did I deem that my men were near enough to open fire. I intended to keep on, expecting that state of things until I reached the stockade, inclining to the right to make room for the sailors; but instantly I saw the fire was increasing rapidly and that we were repulsed beyond hope. There was then but two things for me to do, either retreat with the sailors en masse or lie down on the slope of the beach and commence firing. I ordered the marines to do the latter, with the double motive of slackening their fire at our men retreating on an open beach and protecting my own men.

Nearly all the marines of the first and second companies obeyed this order, though some went to the rear with the sailors. After a little while I directed the men to retreat in squads so as not to expose too many at a time. I remained myself with a few marines around me on the slope of the beach for two hours under a slackened fire from the rebels, and about 50 yards from the end of the stockade. There has been a great deal said and written about "scaling the wall," "struggling in the ditch," and "getting over the stockade," etc., which is sheer nonsense. At the moment of the repulse I was not over 60 yards from the end of the stockade, and no men went beyond it except a few at the head of the line, who passed around it and through an opening just near the end made by one of our shells, much less crossed the ditch or got any nearer the fort. I saw them instantly return the same way they had gone, and it was this incident, I think, that made the sailors yield so suddenly. This was the nearest direct approach to the fort.

The whole force was thrown together for the first time, and certainly made a most gallant and spirited assault, which was evidently regarded by the rebels as the main attack from the manner in which they met it, and few who were there, I think, can censure the men for retreating.

It created a handsome diversion for the army, and enabled them to obtain a footing with little resistance; and, regarded as a feint, was a most important part of the action.

The loss was heavy, but when we consider all the circumstances and the grand results achieved, I trust that everyone, like the nation, is fully satisfied.

L. L. DAWSON,
Captain, U. S. Marine Corps.

Colonel Commandant JACOB ZEILIN,
Commanding U. S. Marine Corps, Washington, D. C.

Report of Lieutenant Fagan, U. S. Marine Corps, transmitting detailed report regarding operations of the guard from the U. S. S. Wabash.

U. S. S. WABASH,
Hampton Roads, Virginia, January 19, 1865.

COLONEL: Herewith please find my report of the part taken by the marine guard of this ship in the recent operations against the defenses of Wilmington, N. C.

As my command was detached from the main body of marines while on shore, I considered it my duty to forward to you the enclosed report.

With great respect, I am, colonel, your obedient servant,

LOUIS E. FAGAN,
Lieutenant, U. S. Marines, Commanding Guard, Wabash.

Colonel Commandant JACOB ZEILIN,
Commanding U. S. Marine Corps, Washington, D. C.

[Enclosure.]

U. S. S. WABASH,
Hampton Roads, Virginia, January 19, 1865.

COLONEL: I have the honor to make the following report concerning the part taken by the marine guard under my command in the recent operations of the combined forces of the Army and Navy against the rebel Fort Fisher, at the entrance to New Inlet, North Carolina:

Ten days before the bombardment of Fort Fisher by the Navy Captain Melancton Smith, commanding the *Wabash*, gave to my charge a X-inch shell gun (pivot, aft on the quarter-deck) and a 30-pounder Parrott.

By almost constant drill I soon had my men expert in the management of great guns and ready for active service against the enemy. At the same time I endeavored to keep them well instructed in the infantry drill, so as to be able to acquit themselves with credit against the enemy on shore if occasion required them to land.

During the terrible bombardment of Fort Fisher on the 24th and 25th of December, 1864, my guns took an important part, and the skill and coolness with which my men worked and served the heavy pivot gun won me recognition and praise of Captain Smith and the executive officer, Lieutenant-Commander Cushman, and proved that as artillerists (as well as infantry) United States marines rank with the best in any service.

On the first day of the action my gun fired 120 shell during the four hours the *Wabash* was in action.

On the 13th instant my men again worked their guns with coolness and precision.

On the morning of the 15th instant, at 10 o'clock, I received orders from the first lieutenant to embark my men (previously detailed) and land on the beach in front of the [Half] Moon battery.

My command consisted of 3 sergeants, 3 corporals, and 38 privates, and to prevent confusion in landing the company was divided into sections, each commanded by a noncommissioned officer.

At thirty minutes past 10 my men were landed and formed on the beach about 2 miles from the rebel fort. I then received and formed into companies the marines of other vessels, until the arrival on the beach of Captain Butler, when I reported to that officer and turned over the command.

At 11 a. m. I was ordered by Captain Butler, senior marine officer on shore, to take my command and advance to the support of the sailors at the front, and who were throwing up intrenchments near Fort Fisher under the direction of Lieutenant Preston, U. S. Navy.

I marched my company by the flank up the beach until within a mile of Fort Fisher, when, finding that the firing was severe, I deployed my men as skirmishers across the plain and continued to advance. Arriving at the intrenchments, I ordered my men to cover themselves as much as possible from the enemy's fire, which they partially did by throwing up heaps of sand with their bayonets and hands. After the sailors had completed their breastworks I was ordered by Lieutenant-Commander Breese (fleet captain North Atlantic Squadron) to advance my command to the extreme parallel of intrenchments, which I did, my men marching to the front across a plain swept by the enemy's fire with alacrity and spirit. In this advance I frequently ordered my skirmish line to lie down, and as soon as the shower of grape and canister had swept by they would jump to their feet and advance at the double quick. After a toilsome march through the sand we reached a line of intrenchments about 40 yards from the fort, where I found a skirmish line of the One hundred and forty-seventh New York Volunteers.

During this advance two of my men were badly wounded and sent to the rear. I now ordered a few of my men (good shots) to employ themselves as sharpshooters, and it was owing to their skill that a fieldpiece inside the palisade of the fort was forced to be abandoned by the rebel artillerists.

I now awaited further orders, but finding the trench filling up with soldiers, and supposing the attack was about to be made, I collected my men and marched them by the flank across the plain toward the beach, where I saw the column of sailors and marines advancing to the front. Seeing no officer to report to, I formed my men with the rest of the marines (who were in the center of the column, the advance being composed entirely of seamen, with naval officers at their head). In this manner we marched with great steadiness under a severe musketry fire from the fort toward the northeast angle of the work, until the front of the column halted, when I ordered my men to lie down and pick off the rebels on the parapet of Fort Fisher. My men opened fire, doing good execution, but they had only been at work some minutes when I ordered them to cease firing and prepare for the assault.

I now perceived a movement in front of the position my men occupied, and immediately a body of men rushed past. I endeavored by every means in my power, assisted by Lieutenant Meeker, U. S. Marine Corps, to check the retreat which I now plainly saw was meditated, if not initiated, but my threats and appeals were of no avail, and I then prepared myself for the worst, knowing that a retreat would be disastrous and more deadly than a charge against the fort. My command maintained its position with the rest of the marines until I saw Lieutenant-Commander F. B. Blake, U. S. Navy, who informed me that the attack

had been for the present abandoned. I then collected my men and marched down the beach.

Having seen that the retreat was universal on the part of the naval forces, I gave several of my men permission to go to the front and annoy the rebels with sharpshooting.

Shortly after, hearing that an attempt was being made to rally the sailors, I halted my men, and in company with Acting Lieutenant-Commander Danels, of the *Vanderbilt*, proceeded down the beach, where we collected quite a number of men and held them in readiness to meet any party going toward the fort.

I was still engaged in collecting men when Lieutenant Cushing, U. S. Navy, told me that General Terry, U. S. Army, wanted all the marines he could get to hold a line of intrenchments in the rear, which the enemy threatened to attack in force.

In a short time I had collected about 200 marines and marched to General Terry's headquarters, where I reported, and was at once assigned a position on the line, which position the marines held with vigilance and attention until morning, when we were relieved by troops from the fort, and I embarked my men for the *Wabash*.

It only remains for me to add, colonel, that 1 sergeant and 6 of my men became detached from the rest of the guard while in the army intrenchments at the front, and, as I afterwards learned from an army officer, they charged the fort with the army and participated with gallantry and coolness in the hand-to-hand encounter which ensued.

I have recommended Corporal Tomlin, of my guard, to Captain Smith for gallantry in helping a wounded man away from an exposed position under the fort while under a withering fire of musketry.

My command is now (except the wounded and dead) on board the ship, in good condition.

Enclosed please find a list of the wounded.

I have the honor to remain, your obedient servant,

LOUIS E. FAGAN,
Second Lieut., U. S. Marines, Comdg. Guard, Frigate Wabash.

Colonel Commandant JACOB ZEILIN,
Commanding U. S. Marine Corps, Washington, D. C.

[Subenclosure.]

List of wounded, marine guard, frigate Wabash.

No.	Names.	Remarks.
1	Private William Daley	Wounded while on skirmish line by piece of shell. Since died of the wound on board U. S. S. *Colorado*. Buried on Federal Point, North Carolina.
2	Private Esek P. Bailey	Wounded while on skirmish line by grapeshot. Now on board this ship, doing well.
3	Private Patrick Moran	Wounded while in front of Fort Fisher (on the beach) by bullet. Now on board this ship, doing well.
4	Private Patrick Scanlan	Wounded by explosion of magazine in Fort Fisher. Doing well.
5	Private George Brown	Do.

Respectfully, etc.,

LOUIS E. FAGAN,
Lieutenant, U. S. Marines, Commanding Guard, Wabash.

Letter from Rear-Admiral Porter, U. S. Navy, to Colonel Reynolds, U. S. Marine Corps, regarding the action of the marines.

FLAGSHIP MALVERN,
Cape Fear River, North Carolina, January 30, 1865.

MY DEAR COLONEL: I have received your letter of the 24th instant. You know I always say what I think and never attempt to gloss over anybody's derelictions.

The report I made of the marines came from officers and sailors and from what I saw myself.

It was not, in my opinion, the fault of the officers as far as gallantry was concerned, and in my official report to the Department recommending officers for promotion you will find the following paragraph: "Though the marines did not do their duty, Captain L. L. Dawson, Captain George Butler, and Second Lieutenants William Wallace, Charles F. Williams, and Louis E. Fagan were found in the front and fought gallantly. I recommend them to the favorable notice of the Department."

If anything is wanting to show that there is no prejudice on my part against the marines (on the contrary, I have always supported them), the paragraph above quoted settles the question.

I see that some of your Corps are venting their ill humor on me in the newspapers, choosing the way which will not improve the case any.

It is not creditable to the Corps to have such things take place. I myself care very little for such attacks and never notice them any more than I would if Greeley, of the Tribune, should make me out no sailor or a coward, or if the editor of the Post should make it appear by his showing that I had "cotton on the brain" and did all I could to make Butler lose Fort Fisher.

The first is disproved by the fact that I have captured every fort I ever went to work upon, and the "cotton on the brain" is disproved because I gave my share of prize money, $60,000, to be divided among my sailors on the Mississippi.

In the same way I will always be found prepared to disprove anything else reflecting on me.

If any officer of mine, or any ship, failed in duty, I should mention it in my dispatches. The way to correct evils is to state facts.

It is very certain that the marines as a body did not come forward, although there were cases of individual courage very praiseworthy. A few of the marines, about twenty in number, got mixed up with the sailors and went to the front, and the effect of their fire showed what would have been the result had the whole body advanced, as they were ordered and expected to do. (I enclose you the orders.) There was fine cover for them, and they could easily have cleared the parapets on each side of the road or route up which the sailors were to have passed. As it was, the seamen were exposed to this cross fire, when every man of the enemy had to stand out exposed on the parapet and be shot down if there were enough people to fire on them. A marine shot Colonel Lamb while urging on his men, but there were too few to do any good and check that heavy fire.

I saw the whole performance myself. The sailors marched in column and in beautiful order, straight up to the ditch and parapet, amid a shower of grape, canister, and bullets, but broke as soon as they saw that they were not supported, as it had been explained to them they should be, and of course you know enough of sailors to know that they never could be rallied again.

The main body of marines never came up nearer than 600 yards to the fort, when they should have been under the sand hills close to the fort, or covered by the heavy chevaux de frise which was on the outside of the ditch. The soldiers went through it; why should not they?

The moment the marines halted they broke and did not stop until they were out of gunshot. This is the true state of the case. Whether there were any of the officers with the marines, or whether they were too few, or whether (as Captain Breese says) there was a want of organization, I do not know.

Marines are as good as any other soldiers, and should be better; but something was wrong on this occasion, and as I received no report from Captain Dawson I don't know what it was. Individually, he acted gallantly and was at the front. Whether he should have left the main body of marines, you should know best.

On these expeditions no individual officer should make his gallantry apparent by neglecting the main object in view (securing success). I don't know that Captain Dawson did so.

I am sure from what I saw that the sailors would have got into the fort had the parapets to the right and left of them been kept clear of rebels, which could have been done.

It matters little now, as we were successful in getting the fort, how it was done. The object I had in sending the sailors and marines was accomplished. I feared the plan of the troops attacking at one point only would not succeed, and it might have been a failure had the sailors and marines not drawn the larger part of the enemy's force to the side they were on.

And now, my dear Reynolds, I have told you the story as near as I can, and am quite sure you would have agreed with me had you been here.

You will never find me doing an act of injustice to anyone, and I shall stick up for the marines and attest their importance, as I have always done since I first knew a ship. With best wishes, I remain,

Yours, very truly,

DAVID D. PORTER.

Colonel JOHN G. REYNOLDS,
U. S. Marine Corps, Marine Barracks, Brooklyn, N. Y.

Unofficial letter of Major-General Terry, U. S. Army, to Rear-Admiral Porter, U. S. Navy.

WILMINGTON, N. C., *March 15, 1865.*

MY DEAR ADMIRAL: I received your very kind present two days since.

I don't know how to thank you for all the tokens of regard which you have shown me. I believe that you must take the will for the deed, and believe that I am not ungrateful.

I have tried several times to thank you for all that you said in my praise after [Fort] Fisher, but I could not do it; it seemed as if thanking you would be an assumption that the praise was my desert rather than the result of your generosity.

In my own report of our operations I tried to do justice to the Navy. I felt, however, that it would not be modest for me to say much about an officer of your great reputation and really exalted position. I trust that if you see the report it will not be unsatisfactory to you.

I am about starting to join Sherman. I expect to meet him on the 19th or 20th.

It seems to me that this thing is about finished. I don't see how the rebels can hold out much longer. I earnestly hope that soon we shall meet in a pacific and peaceful country.

With the highest respect and a feeling of deep obligation,

I am, most sincerely, yours,

ALF. H. TERRY.

Admiral D. D. PORTER, U. S. Navy.
Commanding the North Atlantic Blockading Squadron.

Extract from Report of Major-General Alfred H. Terry, U. S. Army.

HEADQUARTERS U. S. FORCES,
On Federal Point, N. C., January 25, 1865.

GENERAL: * * * During the 6th instant a severe storm arose, which so much impeded our progress that it was not till the morning of the 8th that my own vessel arrived at the rendezvous. All the others, excepting the flagship of General Paine, were still behind. Leaving Brigadier-General Paine to assemble the other vessels as they should arrive, I went into Beaufort Harbor to communicate with Rear-Admiral Porter, commanding the North Atlantic Blockading Squadron, with whose fleet the forces under my command were destined to cooperate.

During the 8th nearly all of the vessels arrived at the rendezvous. Some of them required repairs to their hulls, damaged by the gale; some repairs to their machinery. Others needed coal or water. These vessels were brought into the harbor or outer anchorage, where their wants were supplied. All the others remained, until the final sailing of the expedition, from 20 to 25 miles off the land. The weather continued so unfavorable as to afford no prospect that we would be able to make a landing on the open beach of Federal Point until Wednesday, the 11th. On that day Admiral Porter proposed to start, but at high water there was still so much surf on the bar that the ironclads and other vessels of heavy draft could not be gotten over it. Our departure was therefore delayed till the next day.

On the morning tide of the 12th the vessels in the harbor passed out, and the whole fleet of naval vessels and transports got underway for this place. As we were leaving, the vessels containing General Abbott's command came in sight. Orders were sent them to follow us. We did not arrive off Federal Point until nearly nightfall, consequently, and in accordance with the decision of the admiral, the disembarkation of the troops was not commenced until the next morning. Our subsequent experience fully justified the delay. It would have been extremely difficult to land the men at night.

At 4 a. m. of the 13th the inshore division of naval vessels stood in close to the beach to cover the landing. The transports followed them and took positions as nearly as possible in a line parallel to and about 200 yards outside of them. The ironclads moved down to within range of the fort and opened fire upon it. Another division was placed to the northward of the landing place, so as to protect our men from any attack from the direction of Masonboro Inlet. At 8 o'clock nearly 200 boats, besides steam tugs, were sent from the navy to the transports, and the disembarkation of men, provisions, tools, and ammunition simultaneously commenced.

At 3 p. m. nearly 8,000 men, with three days' rations in their haversacks and 40 rounds of ammunition in their boxes, six days' supply of

hard bread in bulk, 300,000 additional rounds of small-arms ammunition, and a sufficient number of intrenching tools, had been safely landed. The surf on the beach was still quite high, notwithstanding that the weather had become very pleasant, and, owing to it, some of the men had their rations and ammunition ruined by water. With this exception no accident of any kind occurred.

As soon as the troops had commenced landing, pickets were thrown out. They immediately encountered outposts of the enemy, and shots were exchanged with them, but no serious engagement occurred. A few prisoners were taken, from whom I learned that Hoke's rebel division, which it was supposed had been sent farther south, was still here, and that it was his outposts which we were meeting.

The first object which I had in view after landing was to throw a strong defensive line across the peninsula, from the Cape Fear River to the sea, facing Wilmington, so as to protect our rear from attack while we should be engaged in operating against Fisher. Our maps indicated that a good position for such a line would be found a short distance above the head of Myrtle Sound, which is a long, shallow piece of water separated from the ocean by a sand spit of about 100 yards in width, and communicated with it by Masonboro Inlet. It was supposed that the right flank of a line at that point would be protected by the sound, and, being above its head, that we should by it control the beach as far as the inlet, and thus in case of need be able to land supplies in quiet water there. Our landing place was selected with reference to this idea. An examination made after we landed showed that the sound for a long distance above its head was so shallow as to offer no obstacle to the passage of troops at low tide, and as the farther down the peninsula we should go the shorter would be our line across it, it was determined to take up a position where the maps showed a large pond, occupying nearly one-third of the width of the peninsula, at about 3 miles from the fort. Shortly before 5 o'clock, leaving Abbott's brigade to cover our stores, the troops were put in motion for the last-named point. On arriving at it, the "pond" was found to be a sand flat, sometimes covered with water, giving no assistance to the defense of a line established behind it. Nevertheless, it was determined to get a line across at this place, and Paine's division, followed by two of Ames's brigades, made their way through. The night was very dark, much of the ground was a marsh and illy adapted to the construction of works, and the distance was found to be too great to be properly defended by the troops which could be spared from the direct attack upon the fort. It was not until 9 a. m. that Paine succeeded in reaching the river. The ground still nearer the fort was then reconnoitered, and found to be much better adapted to our purposes. Accordingly, the troops were withdrawn from their last position and established on a line about 2 miles from the works.

They reached this final position at 2 p. m., of the 14th instant. Tools were immediately brought up and intrenchments were commenced; at 8 o'clock a good breastwork, reaching from the river to the sea and partially covered by abatis had been constructed and was in a defensible condition. It was much improved afterwards, but from this time our foothold on the peninsula was secured. Early in the morning of the 14th the landing of the artillery was commenced, and by sunset all the light guns were gotten on shore. During the following night they were placed on the line, most of them near the river, where the enemy, in case he should attack us, would be least exposed to the fire of the gunboats. Curtis's brigade, of Ames's division, was moved down

toward Fisher during the morning, and at noon his skirmishers, after capturing on their way a small steamer which had come down the river with shells and forage for the garrison of the fort, reached a small unfinished outwork in front of the west end of the land front of the work.

General Curtis, Lieutenant-Colonel (now brevet brigadier-general) Comstock, the chief engineer of the expedition, and myself, under the protection of the fire of the fleet, made a careful reconnoissance of the work, getting within 600 yards of it. The report of General Comstock, which, with its accompanying map, is appended hereto, gives a full description of it and its condition at that time.

As the result of this reconnoissance, and in view of the extreme difficulty which might be expected in landing supplies and the material for a siege on the open and often tempestuous beach it was decided to attempt an assault the next day, provided that in the meantime the fire of the navy should so far destroy the palisades as to make one practicable. This decision was communicated to Admiral Porter, who at once placed a division of his vessels in a position to accomplish this last-named object. It was arranged in consultation with him that a heavy bombardment from all the vessels should commence early in the morning and continue up to the moment of the assault, and that even then it should not cease, but should be diverted from the points of attack to other parts of the work. It was decided that the assault should be made at 3 p. m., that the army should attack on the western half of the land face, and that a column of sailors and marines should assault at the northeast bastion. The fire of the navy continued during the night.

At 8 a. m. of the 15th all of the vessels, except a division left to aid in the defense of our northern line, moved into position, and a fire, magnificent alike for its power and accuracy, was opened. Ames's division had been selected for the assault. Paine was placed in command of the defensive line, having with him Abbott's brigade in addition to his own division. Ames's First Brigade (Curtis's) was already at the outwork above mentioned, and in trenches close around it. His other two brigades (Pennypacker's and Bell's) were moved at noon to within supporting distance of him. At 2 o'clock preparations for the assault were commenced. Sixty sharpshooters from the Thirteenth Indiana Volunteers, armed with the Spencer repeating carbine, and 40 others, volunteers from Curtis's brigade, the whole under command of Lieutenant-Colonel Zent, of the Thirteenth Indiana, were thrown forward at a run to within 175 yards of the work. They were provided with shovels and soon dug pits for shelter and commenced firing at the parapet. As soon as this movement commenced the parapet of the fort was manned and the enemy's fire, both of musketry and artillery, opened.

As soon as the sharpshooters were in position Curtis's brigade was moved forward by regiment at the double quick into line at about 475 yards from the work; the men there laid down; this was accomplished under a sharp fire of musketry and artillery, from which, however, they soon sheltered themselves by digging shallow trenches. When Curtis moved from the outwork Pennypacker was brought up to it, and Bell was brought into line 200 yards in his rear. Finding that a good cover for Curtis's men could be found on the reverse slope of a crest 50 yards in the rear of the sharpshooters they were again moved forward, one regiment at a time, and again covered themselves in trenches. Pennypacker followed Curtis and occupied the ground vacated by him, and Bell was brought up to the outwork. It had been proposed to blow up

and cut down the palisades. Bags of powder with fuzes attached had been prepared and a party of volunteer axmen organized, but the fire of the navy had been so effective during the preceding night and morning that it was thought unnecessary to use the powder. The axmen, however, were sent in with the leading brigade and did good service by making openings in portions of the palisading which the fire of the navy had not been able to reach.

At 3:25 p. m. all the preparations were completed, the order to move forward was given to Ames, and a concerted signal was made to Admiral Porter to change the direction of his fire. Curtis's brigade at once sprung from their trenches and dashed forward in line; its left was exposed to a severe enfilading fire, and it obliqued to the right so as to envelop the left of the land front. The ground over which it moved was marshy and difficult, but it soon reached the palisades, passed through them, and effected a lodgment on the parapet. At the same time the column of sailors and marines under Fleet Captain K. R. Breese advanced up the beach in the most gallant manner and attacked the northeastern bastion, but, exposed to a murderous fire, they were unable to get up the parapet. After a severe struggle and a heavy loss of valuable officers and men it became apparent that nothing could be effected at that point and they were withdrawn.

When Curtis moved forward, Ames directed Pennypacker to move up to the rear of the sharpshooters, and brought Bell up to Pennypacker's last position, and as soon as Curtis got a foothold on the parapet sent Pennypacker in to his support. He advanced, overlapping Curtis's right, and drove the enemy from the heavy palisading which extended from the west end of the land face to the river, capturing a considerable number of prisoners; then, pushing forward to their left, the two brigades together drove the enemy from about one-quarter of the land face. Ames then brought up Bell's brigade and moved it between the work and the river. On this side there was no regular parapet, but there was abundance of cover afforded to the enemy by cavities from which sand had been taken for the parapet, the ruins of barracks and storehouses, the large magazine, and by traverses, behind which they stubbornly resisted our advance. Hand-to-hand fighting of the most desperate character ensued, the huge traverses of the land face being used successively by the enemy as breastworks, over the tops of which the contending parties fired in each other's faces. Nine of these were carried, one after the other, by our men.

When Bell's brigade was ordered into action I foresaw that more troops would probably be needed, and sent an order for Abbott's brigade to move down from the north line, at the same time requesting Captain Breese to replace them with his sailors and marines. I also directed General Paine to send me one of the strongest regiments of his own division. These troops arrived at dusk and reported to General Ames. At 6 o'clock Abbott's brigade went into the fort. The regiment from Paine's division, the Twenty-seventh U. S. Colored Troops, Brevet Brigadier-General A. M. Blackman commanding, was brought up to the rear of the work, where it remained under fire for some time and was then withdrawn. Until 6 o'clock the fire of the navy continued upon that portion of the work not occupied by us. After that time it was directed on the beach, to prevent the coming up of reinforcements which it was thought might possibly be thrown over from the right bank of the river to Battery Buchanan. The fighting for the traverses continued till nearly 9 o'clock, two more of them being carried. Then a portion of Abbott's brigade drove the enemy from their last remaining strong-

holds and the occupation of the work was completed. The same brigade, with General Blackman's regiment, was immediately pushed down the point to Battery Buchanan, whither many of the garrison had fled. On reaching the battery all of the enemy who had not been previously captured were made prisoners, among them Major-General Whiting and Colonel Lamb, the commandant of the fort. At about 4 o'clock in the afternoon Hoke advanced against our north line, apparently with the design of attacking it, but if such was his intention he abandoned it after a skirmish with our pickets. During the day Brevet Brigadier-General H. L. Abbot, chief of artillery, was busily engaged in landing artillery and ammunition, so that if the assault failed siege operations might at once be commenced. Consequent to the fall of Fisher, the enemy during the night of the 16th and 17th blew up Fort Caswell and abandoned both it and their very extensive works on Smith's Island at Smithville and Reeves' Point, thus placing in our hands all the works erected to defend the mouth of the Cape Fear River.

In all the works were found 169 pieces of artillery, nearly all of which are heavy; over 2,000 stand of small arms, considerable quantities of commissary stores, and full supplies of ammunition. Our prisoners numbered 112 commissioned officers and 1,971 enlisted men.

* * * * * * *

I should signally fail to do my duty were I to omit to speak in terms of the highest admiration of the part borne by the Navy in our operations. In all ranks, from Admiral Porter to his seamen, there was the utmost desire not only to do their proper work, but to facilitate in every possible manner the operations of the land forces. To him and to the untiring efforts of his officers and men we are indebted that our men, stores, tools, and ammunition were safely and expeditiously landed, and that our wounded and prisoners were embarked for transportation to the North. To the great accuracy and power of their fire it is owing that we had not to confront a formidable artillery in the assault, and that we were able with but little loss to push forward the men, preparatory to it, to a point nearly as favorable for it as the one they would have occupied had siege operations been undertaken and the work systematically approached. The assault of the sailors and marines, although it failed, undoubtedly contributed somewhat to our success, and certainly nothing could surpass the perfect skill with which the fleet was handled by its commander. Every request which I made to Admiral Porter was most cheerfully complied with, and the utmost harmony has existed between us from the outset to the present time.

I forward herewith General Ames's report.

I have the honor to be, general, very respectfully, your obedient servant,

ALFRED H. TERRY,
Major-General.

Brigadier-General JOHN A. RAWLINS,
Chief of Staff, City Point, Va.

Extract from report of Brigadier-General Comstock, U. S. Army, relative to torpedoes near the northeast face of Fort Fisher.

HEADQUARTERS U. S. FORCES,
Fort Fisher, January 23, 1865.

In front of the land face of Fort Fisher, at an average distance of 200 yards from the work and 80 feet from each other, was an elaborate

system of torpedoes, twenty-four in number. The plan of Fort Fisher will show their position. There were three kinds: First, 20-inch shells; second, boiler-iron cylinders, 13 inches diameter and 18 inches long; and, third, * * * buoy-shaped vessels, of about the same content as the cylinders, and also of sheet iron. The fuze usually had an iron plate, with a wire 3 feet long to form its ground connection, but in some cases the wire was fastened to the iron vessel containing the powder, thus using that for a ground plate. The system was connected with the fort by three sets of double wires, each wire apparently intended to fire five or more torpedoes. A single wire running to a group of torpedoes was branched to each, in the expectation, apparently, of having battery power sufficient to fire the whole group, and, in addition, some of these groups were connected with each other, thus giving (with sufficient battery power) a choice of positions in the work to fire the group from. The assault was made on the left (proper) of the face by the army and the right of the front by the navy. Shells had cut the sets of wires leading from both these points, and no torpedoes whatever were exploded, we having no masses of men over them. It is possible they could not fire those whose wires were uncut, as the fuze I have examined had its powder caked, but may have been intended for slow match.

* * * * * * *

The batteries for firing were magnetic, a few turns of the crank and with the black-lead connection readily firing gunpowder in fine grains. The accidental cutting of four out of the six wires leading from the work was a piece of good fortune, which probably saved us from severe loss and demoralization.

Very respectfully,

C. B. COMSTOCK,
Lieutenant-Colonel and Brevet Brigadier-General, Chief Engineer.

General R. DELAFIELD,
Chief Engineer.

[Telegram.]

FORT FISHER, *January 14, 1865.*

The *Chickamauga* is firing on the beach whenever the enemy show themselves, by direction of the flag-officer and my advice.

W. H. C. WHITING,
Major-General.

General BRAXTON BRAGG.

Letter from Major-General Hoke, C. S. Army, to Colonel Anderson, C. S. Army, surmising regarding the movements of the Federals.

JANUARY 17, 1865.

COLONEL: About dark yesterday afternoon four boats were seen to move in the direction of Masonboro Sound; two of them stopped off Montgomery's ford. I did not know what might be their intention, but thought the enemy would perhaps attempt a landing above us, and being nearer to Wilmington, [N. C.], than we, make a forced march to the city, and at the same time run their boats up the river. To prevent this and to learn their movements more fully, I thought it best to send

Lipscomb Cavalry and two pieces of artillery last night. The lights were all extinguished in the fleet last night about 11 o'clock.

I think there is some movement on hand. No boats have attempted to come up the river.

Very respectfully, yours,

R. F. HOKE,
Major-General.

Colonel ANDERSON,
Assistant Adjutant-General.

Extract from report of Major-General Whiting, C. S. Army, calling attention to the inefficient support of General Bragg.

HOSPITAL, FORT COLUMBUS, GOVERNOR'S ISLAND,
New York Harbor, February 19, 1865.

* * * * * * *

I wish to add a few remarks upon the difference between the two attacks, and also give some information which I have acquired. Had the enemy assaulted the work on first attack he would have been beaten off with great slaughter. The fire of the fleet on that occasion, though very severe and formidable, was very diffuse and scattered, seemingly more designed to render a naval entrance secure than a land attack, consequently our defense was but slightly damaged. We had nineteen guns bearing on the assault, and, above all, the palisade was almost as good as new. Moreover, the fleet, during the first bombardment, hauled off at night, leaving the garrison time for rest, cooking, and refreshment. It is remarkable that during the first bombardment no gun's crew was ever driven from its guns; but on the 13th and 14th of January the fleet stationed itself with the definite object of destroying the land defense by direct and enfilade fire, the latter a *feu d'enfilement* to knock down the traverses, destroying all guns, and pound the northeast salient into a practicable slope for the assaulting column. By 12 m., Sunday, not a gun remained on the land front. The palisade was entirely swept away; the mines in advance, so deeply did the enemy's shot plow, were so isolated from the wires and could not be used. Not a man could show his head in that infernal storm, and I could only keep a lookout in the safest position to inform me of the movements of the enemy. Contrary to previous practice, the fleet kept up the fire all night. Cooking was impracticable. The men, in great part, in Fisher at the second attack were not those of the first, and were much more demoralized. The casualties were greater, with but one ration for three days. Such was the condition when the parapets were manned, on the enemy's ceasing firing, for assault.

As soon as a lodgment was made at Shepherd's battery, on the left, the engineers at once threw up a strong covering work in rear of Fisher, and no effort of ours against overwhelming numbers could dislodge them.

Then was the time for the supporting force, which was idly looking on only 3 miles off, which could see the columns on the beach, to have made an attack upon the rear of the assaulting columns; at any rate, to have tried to save Fort Fisher, while the garrison had hurled one assaulting column, crippled, back, and were engaged for six hours with 5,000 men vigorously assaulting it.

General Bragg was held in check by two brigades of U. S. Colored Troops, along a line of no impediment whatever. Once at this line, by

the river bank, with his three batteries of artillery and his whole force steadily advancing, the enemy's fleet could not have fired again without hurting their own men. The enemy had not a single piece of artillery; altogether about 7,000 or 8,000 men. Pushing our batteries to Camp Wyatt and Colonel Lamb's headquarters, and opening heavily on Shepherd's battery with an advance of our troops, and such of the enemy as could not have escaped in boats must have fallen into our hands; but it was not to be. I went into the fort with the conviction that it was to be sacrificed, for the last I heard General Bragg say was to point out a line to fall back on if Fort Fisher fell. In all his career of failure and defeat from Pensacola out there has been no such chance missed and no such stupendous disaster.

Wounded, in the hospital, with mortification at the shameful haste, I heard the blowing up of Fort Caswell before the enemy had dared to enter the harbor.

I demand, in justice to the country, to the Army, and to myself, that the course of this officer be investigated. Take his notorious congratulatory Order, No. 14 [17*], with its numerous errors, and compare his language with the result. I do not know what he was sent to Wilmington for. I had hoped that I was considered competent. I acquiesced with feelings of great mortification. My proper place was in command of the troops you sent to support the defense. Then I should not now be a prisoner, and an effort at least would have been made to save a harbor on which I had expended for two years all the labor and skill I had. I should not have had the mortification of seeing works which our very foes admire yielding after four days' attack, given up and abandoned without even an attempt to save them.

I am, general, very respectfully, your obedient servant,

W. H. C. WHITING,
Major-General (prisoner of war).

General R. E. LEE,
Commanding Armies Confederate States.

Report of Lieutenant-Colonel Gordon, C. S. Army.

HEADQUARTERS THIRD MILITARY DISTRICT,
January 17, 1865.

SIR: I have the honor to transmit for the information of the general commanding the following report of the attack on Fort Fisher:

On the morning of the 13th instant, at about 8 o'clock, the enemy opened on the fort with the *Ironsides*, one double and three single turreted ironclad monitors, concentrating their whole fire on the land face, keeping up a regular fire till 5 p. m. At this hour three frigates—*Colorado*, *Minnesota*, and *Wabash*, as supposed—came into action and continued a terrific fire until 6 p. m. Colonel Lamb, anticipating an assault, made repeated applications to Major-General Whiting for reinforcements. The only forces available were those of the navy manning Fort Buchanan, 60 in all, which were willingly furnished by Captain Chapman, C. S. Navy. Six companies were brought from the forts below at 8 p. m., and 150 men, under Major James Reilly, arrived at 3 o'clock on the morning of the 14th instant. During this night the gunners and troops of the garrison were manning the palisades, a general attack being

*See Official Records of the Union and Confederate Armies in the War of the Rebellion, Vol. XLII, Pt. I, p. 999.

anticipated, our guns keeping up a fire, covering the land approach, at intervals during the entire night. Major-General Whiting, accompanied by myself, was also on the works and beach during the greater portion of the night, keeping watch on the enemy's movements.

On the morning of the 14th instant the enemy again opened on the land face, the rest of the fleet (72 in all) forming in two lines of battle. Fifteen of these moved into position and joined in the action, keeping up a terrific fire during the whole day and succeeding night, dismantling every gun on the land face, one 8-inch columbiad alone excepted. Our guns replied with great accuracy, but with little effect, the wooden vessels remaining out of range of our shot, making but slight impression on the ironclads, as far as we could judge. The gunners displayed the greatest gallantry under this most terrific fire. The enemy had also advanced a line of sharpshooters, who had sunk rifle pits and annoyed the men serving the guns by keeping up a constant fire. The dismantled guns could not be remounted during the night, nor could the works be repaired, owing to the constant and heavy fire kept up by the enemy's fleet during the entire night. A telegram having been received from the commanding general that Brigadier-General Hagood's brigade had been sent to reinforce us, was ordered to await their arrival at Fort Buchanan.

About 4:30 on the 15th first of these regiments (the Twenty-first) arrived, and shortly afterward the Twenty-fifth, under the command of Captains Du Bose and Carson, respectively. The Twenty-first Regiment at once moved up to Fort Fisher; the other was moved to the rear of the Mound battery for shelter from the enemy's fire, which at this time was awful. It moved up to Fort Fisher later in the day. About 52 ships have joined the monitors. At 8 o'clock they concentrated their fire, without any cessation, at intervals, on different portions of the works. During the morning of this day (the 15th) and the preceding night the enemy landed the assaulting column, supposed, and as confirmed by a prisoner, to number 10,000 men. These were formed in three lines across the entire neck of land, covered by a heavy line of skirmishers, about 400 yards in front of the main body and at a distance of about 1,000 yards from the fort. On this force we brought to bear our one available gun and three mortars, which had been mounted during the night, and these repeatedly broke their line and temporarily checked the advance. As the attacking column advanced a part of the fleet moved in single line in succession ahead of the skirmish line, thus enfilading the entire land face of the work, whilst the remainder of the fleet, in their original position, kept up a murderous fire on nearly every part of the whole fort. Under cover of the dense smoke a brigade was moved from the enemy's left along the beach—the tide being low—and succeeded in getting within the palisade line before they were seen, but were instantly repulsed twice and driven from their position with heavy loss. Corresponding with this movement, a heavy force of the enemy, under cover of the woods, moved up on our left and got possession of the first gun chamber.

Lieutenant Latham, of Captain Adams's light battery, was stationed with two guns at a point commanding the causeway leading to the palisade line (the palisade line itself having been destroyed by the enemy's fire), with orders to run his guns into position as soon as the fire of the fleet had slackened. What occurred at this period on the left of the line I am unable to state, being myself engaged on the right, and the first intimation I had of the enemy's approach was by seeing their flag planted on the third traverse. As soon as discovered all the

available force was led to repulse this attack by Major-General Whiting in person, but it failed in dislodging the enemy from the position occupied, and at this point I have, with much regret, to state Major-General Whiting was seriously wounded and was carried from the field. Major Hill, chief of the general's staff, had dispatched couriers to Battery Buchanan to bring up the three remaining regiments of Hagood's brigade, who had been ordered to remain there till sent for (the fire from the fleet rendering it almost impossible for any troops to move), when it was discovered that this force had never reached Battery Buchanan (a circumstance much indeed to be regretted). I was then ordered by Major-General Whiting to communicate with the commanding general, which I immediately attempted to do, as he is aware. What occurred, therefore, subsequently to my leaving the field I only know from hearsay, but I consider it my duty to state that I was informed, as I was on the point of leaving, that a flag of truce had been hoisted by the enemy and answered by some officer, who then surrendered himself and 300 men to the enemy, and that a regiment of the enemy had been marched into the gallery of the sally port. I have also to add that the garrison, though in good heart, was sadly worn out by the hard work they were called upon to perform by day and night, but that a feeling of much disappointment existed that the long-looked-for cooperation from the force outside, which they expected would have been rendered, failed to assist them in their hour of need.

G. T. GORDON,
Lieutenant-Colonel and Assistant Inspector-General.

Lieutenant-Colonel ANDERSON,
Assistant Adjutant-General.

Extract from the official diary of Colonel Lamb, C. S. Army, commanding the defenses of Confederate (Federal) Point, with headquarters at Fort Fisher.

January 12.—Four blockaders off in the morning. Five blockaders off at noon. 6.4-inch Brooke rifle mounted on land face. At night the fleet appeared off Battery Gatlin, and sent dear wife and children across the river.

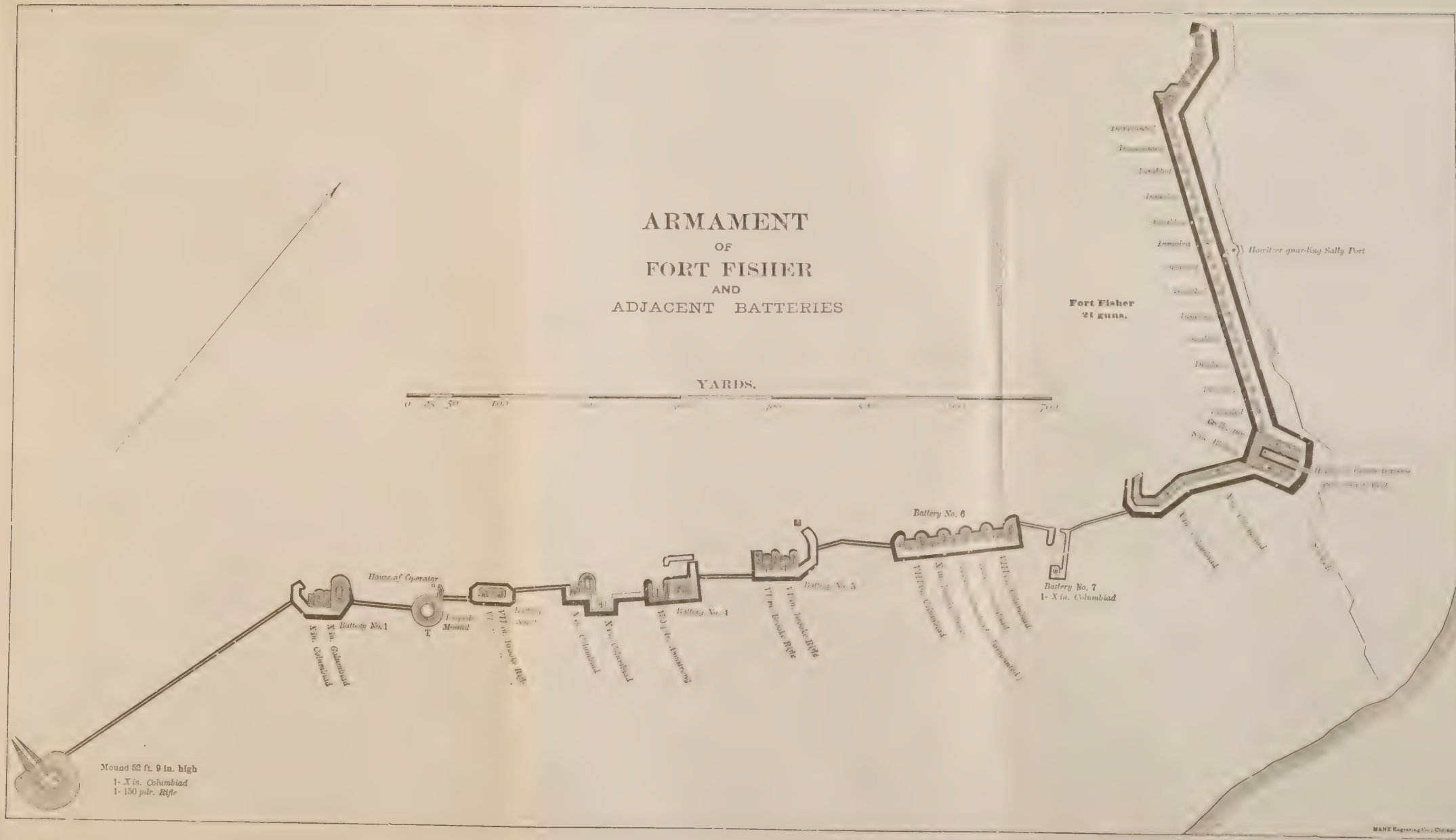
January 13.—The enemy commenced bombardment at the fort with ironclads at 7:30 a. m., and continued it until about 6 p. m. At 5 p. m. they were reinforced by frigates and other heavy vessels, which opened and continued a furious bombardment till 6 p. m. Casualties: 1 soldier and 1 negro killed and 41 wounded.

January 14.—Enemy's *Ironsides* and ironclads commenced bombardment 10:40 a. m., which they kept up until ———. Some iron vessels after the *Galena* class joined them about 2 o'clock. Skirmishers came this side of Battery Holland before noon and dug rifle pits. They went over to Craig's and captured the steamer *Isaac Wells*.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Caldwell, U. S. Navy, commanding U. S. S. R. R. Cuyler.

OFF NEW INLET, *January 14, 1865.*

SIR: You will proceed to Hampton Roads without delay, taking the mails and seeing that they are forwarded properly.


ARMAMENT
OF
FORT FISHER
AND
ADJACENT BATTERIES
YARDS.
0 25 50 100
Howitzer guarding Sally Port
Fort Fisher
21 guns.
Battery No. 6
Battery No. 7
1- X in. Columbiad
House of Operator
Battery No. 1
X in. Columbiads
Mound
Battery No. 4
Battery No. 5
VII in. Brooke Rifle
Mound 52 ft. 9 in. high
1- X in. Columbiad
1- 150 pdr. Rifle

Fill up with coal and return to me without delay, bringing all the mails and express packages.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander C. H. B. CALDWELL,
Commanding R. R. Cuyler, off New Inlet.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander West, U. S. Navy, regarding transportation of coal.

OFF NEW INLET, *January 14, 1865.*

SIR: I wish you to send 1,000 tons of coal down here without delay. Let it sail down, or have it towed; any way to get it down.

When the vessel arrives with the anchors for the large ships, send her right down here.

Whenever a steamer leaves Beaufort for this place, make her tow something down if you have anything to send.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander W. C. WEST,
Commanding Naval Station, Beaufort, N. C.

List of vessels attached to the North Atlantic Blockading Squadron January 15, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Agawam	10	3	Commander A. C. Rhind	Norfolk Navy Yard.
Alabama	10	3	Acting Volunteer Lieut. A. R. Langthorne.	Off Fort Fisher.
Anemone	4	4	Acting Ensign W. C. Borden	Beaufort, N. C.
Alert	2	4	Acting Ensign J. Bishop	James River.
Atlanta	3	3	Acting Volunteer Lieut. T. J. Woodward.	Hampton Roads.
Aries	7	3	Acting Volunteer Lieut. F. S. Wells.	Off Fort Fisher.
Arletta	3	4	Lieut. Commander W. C. West	Beaufort, N. C.
Albemarle (hulk)		4	Acting Asst. Paymaster Mellach	Sounds, North Carolina.
Alpha		4	Acting Ensign N. R. Davis	James River.
Berberry	4	4	Acting Ensign R. W. Rowntree	Beaufort, N. C.
Britannia	6	4	Acting Volunteer Lieut. W. B. Sheldon.	Off Fort Fisher.
Bignonia	3	4	Acting Volunteer Lieut. W. D. Roath.	Norfolk Navy Yard.
Belle	2	4	Acting Master J. G. Green	Sounds, North Carolina.
Brooklyn	26	2	Capt. James Alden	Off Fort Fisher.
Ben Morgan (hulk)		4	Acting Master A. B. Mulford	Norfolk, Va.
Charles Phelps (hulk)		4	Acting Ensign W. Ottiwell	Craney Island, Virginia.
Canonicus	2	3	Lieut. Commander G. E. Belknap	Off Fort Fisher.
Chicopee	10	3	Commander A. D. Harrell	Sounds, North Carolina.
Clematis	3	4	Acting Volunteer Lieut. E. D. Bruner.	Norfolk Navy Yard.
Commodore Hull	6	4	Acting Master F. Josselyn	Sounds, North Carolina.
Ceres	2	4	Acting Master H. H. Foster	Do.
Colorado	50	1	Commodore H. K. Thatcher	Off Fort Fisher.
Cherokee	6	4	Acting Volunteer Lieut. W. E. Dennison.	Off Western Bar.
Cambridge	10	3	Acting Volunteer Lieut. J. F. Nickels.	Norfolk Navy Yard.
Commodore Barney	7	4	Acting Volunteer Lieut. G. B. Livingston.	James River.
Cactus	3	4	Acting Master and Pilot J. Evans.	Norfolk, Va.

Vessels attached to the North Atlantic Blockading Squadron, January 15, 1865—Cont'd.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Commodore Morris	7	4	Acting Master R. G. Lee	James River.
Crusader	7	4	Acting Volunteer Lieut. P. Hays	York River, Virginia.
Commodore Perry	5	4	Acting Volunteer Lieut. A. F. Foster.	James River.
Cuyler, R. R	12	3	Commander C. H. B. Caldwell	Off Fort Fisher.
Chippewa	6	4	Lieut. Commander A. W. Weaver	Do.
Cohasset	1	4	Acting Ensign and Pilot Griffin.	Norfolk Navy Yard.
Clinton	------	4	Acting Ensign G. W. Hadden	Do.
Dumbarton	4	4	Acting Volunteer Lieut. H. Brown.	Do.
Delaware	4	4	Acting Master J. H. Eldridge	James River.
Dawn	3	4	Acting Master J. A. Jackaway	Do.
Daylight	8	4	Acting Master H. A. Phelon	Do.
Dictator	2	1	Commodore John Rodgers	Norfolk Navy Yard.
Delta	------	4	Acting Master's Mate W. F. Gragg.	James River.
Epsilon	------	4	Acting Ensign E. M. Boggs	Do.
Emma	8	4	Acting Volunteer Lieut. J. M. Williams.	Off Fort Fisher.
Eolus	4	4	Acting Master E. S. Keyser	Do.
Eutaw	10	3	Lieut. Commander H. C. Blake	James River.
Fort Jackson	11	2	Capt. B. F. Sands	Off Fort Fisher.
Fort Donelson	1	4	Acting Master G. W. Frost	Do.
Fahkee	5	4	Acting Master F. R. Webb	Hampton Roads.
Gettysburg	7	3	Lieut. R. H. Lamson	Off Fort Fisher.
Governor Buckingham	6	3	Acting Volunteer Lieut. J. Macdiarmid.	Do.
General Putnam	4	4	Acting Master H. H. Savage	James River.
Granite (sloop)	------	------	Acting Master E. Boomer	Guard ship, Hatteras Inlet.
Glance	------	------	Acting Ensign H. Wheeler	James River.
Gamma	------	4	Acting Ensign H. F. Curtis	Do.
Howquah	5	4	Acting Volunteer Lieut. J. W. Balch.	Off Fort Fisher.
Huron	5	4	Lieut. Commander T. O. Selfridge.	Do.
Hunchback	7	4	Lieut. Jos. Fyffe	James River.
Henry Brinker	3	4	Acting Ensign J. H. Kerens	Do.
Heliotrope	1	4	Acting Ensign and Pilot Norman.	Norfolk, Va.
Hoyt	------	4	Acting Ensign H. B. Twambly	Sounds, North Carolina.
Hetzel	2	4	Acting Master Thompson	Norfolk Navy Yard.
Harcourt	------	4	------	Do.
Iosco	10	3	Commander Jno. Guest	Off Fort Fisher.
Juniata	14	2	Capt. W. R. Taylor	Do.
I. N. Seymour	2	4	Acting Ensign F. B. Allen	York River, Va.
Kansas	8	4	Lieut. Commander P. G. Watmough.	Off Fort Fisher.
Keystone State	6	3	Commander H. Rolando	Do.
Lilian	2	4	Acting Volunteer Lieut. T. A. Harris.	Do.
Launch No. 4	1	4	Acting Ensign ———	James River.
Launch No. 5	1	4	Acting Ensign J. H. Chapman	Sounds, North Carolina.
Launch No. 6	1	4	Gunner H. Peters	Off Fort Fisher.
Lockwood	3	4	Acting Ensign J. Q. A. Davidson.	Sounds, North Carolina.
Lilac	2	4	Acting Ensign J. A. Chadwick	James River.
Little Ada	2	4	Acting Master S. P. Crafts	Off Fort Fisher.
Monticello	6	4	Lieut. W. B. Cushing	Do.
Maumee	8	4	Lieut. Commander R. Chandler	Do.
Mohican	9	3	Commander D. Ammen	Do.
Minnesota	46	1	Commodore J. Lanman	Do.
Mackinaw	10	3	Commander J. C. Beaumont	Do.
Massasoit	10	3	Commander R. T. Renshaw	James River.
Mount Vernon	5	4	Acting Volunteer Lieut. J. Trathen.	Hampton Roads.
Moccasin	3	4	Acting Ensign J. Brown	Off Western Bar.
Mattabesett	10	3	Commander J. C. Febiger	Sounds, North Carolina.
Montgomery	6	3	Acting Volunteer Lieut. T. C. Dunn.	Off Fort Fisher.
Maratanza	6	3	Lieut. Commander G. W. Young	Do.
Miami	8	3	Acting Volunteer Lieut. G. W. Graves.	James River.
Mendota	10	3	Commander E. T. Nichols.	Do.
Mount Washington	1	4	Acting Master and Pilot H. H. Haynie.	Do.
Mystic	7	4	Acting Master W. Wright	York River, Virginia.
Monadnock	4	3	Commander E. G. Parrott	Off Fort Fisher.
Mahopac	2	3	Lieut. Commander E. E. Potter	Do.
Martin	------	4	Acting Ensign F. H. Crandall	Sounds, North Carolina.
Mercedita	9	3	Lieut. Commander M. Haxtun	Baltimore.
Malvern	12	4	Lieut. B. H. Porter	Off Fort Fisher.

Vessels attached to the North Atlantic Blockading Squadron, January 15, 1865—Cont'd.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Nyack	8	4	Lieut. Commander L. H. Newman.	Off Western Bar.
Nansemond	3	4	Acting Master J. H. Porter	Off Fort Fisher.
New Ironsides	20	1	Commodore W. Radford	Do.
New Berne (supply steamer).				
Osceola	10	3	Commander J. M. B. Clitz	Do.
Onondaga	4	3	Commander W. A. Parker	James River.
Phlox		4	Acting Ensign O'Brien	Do.
Powhatan	24	1	Commodore J. F. Schenck	Off Fort Fisher.
Pequot	8	4	Lieut. Commander D. L. Braine.	Do.
Pawtuxet	10	3	Commander J. H. Spotts	Do.
Poppy	2	4	Acting Ensign W. Clarke	Norfolk Navy Yard.
Pontoosuc	12	3	Lieut. Commander W. G. Temple	Off Fort Fisher.
Quaker City	7	2	Commander W. F. Spicer	Do.
Rhode Island	12	2	Commander S. D. Trenchard	Do.
Release	3	4	Acting Master J. Baker	Beaufort, N. C.
Renshaw		4	Gunner E. A. McDonald	Sounds, North Carolina.
Republic	1	4	Acting Ensign J. W. Bennett	Off Fort Fisher.
Seneca	5	4	Lieut. Commander M. Sicard	Do.
Shenandoah	6	2	Capt. D. B. Ridgely	Do.
Susquehanna	18	1	Commodore S. W. Godon	Do.
Santiago de Cuba	11	2	Capt. O. S. Glisson	Do.
Samuel Rotan	5	4	Acting Master W. G. Nutting	York River.
Saugus	2	3	Commander E. R. Colhoun	Off Fort Fisher.
Shamrock	11	3	Commander W. H. Macomb	Sounds, North Carolina.
Saffron		4	Acting Ensign H. M. Pishon	Hampton Roads.
Spuyten Duyvil (torpedo boat).			First Assistant Engineer Lay	James River.
Shokokon	6	4	Acting Volunteer Lieut. S. Huse	Beaufort, N. C.
Sassacus	12	3	Lieut. Commander J. L. Davis	Off Fort Fisher.
Tuscarora	10	3	Commander J. M. Frailey	Do.
Tristram Shandy	4	4	Acting Volunteer Lieut. E. F. Devens.	Do.
Tacony	12	3	Lieut. Commander W. T. Truxtun.	Do.
Ticonderoga	14	2	Capt. C. Steedman	Do.
Unadilla	6	4	Lieut. Commander F. M. Ramsay	Do.
Unit		4	Acting Ensign H. P. Hathaway.	Norfolk, Va.
Vanderbilt	16	2	Capt. C. W. Pickering	Off Fort Fisher.
Victoria	3	4	Acting Ensign W. Moody	Norfolk, Va.
Vicksburg	6	3	Lieut. Commander Baker	Off Western Bar.
Valley City	6	4	Acting Master J. A. J. Brooks	Sounds, North Carolina.
Vance, A. D.	5	4	Lieut. Commander J. H. Upshur	Off Fort Fisher.
Wabash	44	1	Capt. M. Smith	Do.
Western World	5	4	Acting Ensign E. Herrick	James River, Virginia.
William Badger (hulk)			Acting Ensign S. G. Swain	Beaufort, N. C.
Wilderness	4	4	Acting Master H. Arey	Off Fort Fisher.
Wyalusing	14	3	Lieut. Commander E. English	Sounds, North Carolina.
Whitehead	4	4	Acting Master G. W. Barrett	New Berne, N. C.
Wyandotte	5	4	Acting Master T. W. Sheer	Guard ship, Norfolk.
Young America	2	4	Acting Master's Mate J. H. Gilley.	James River.
Yantic	5	4	Lieut. Commander T. C. Harris.	Off Fort Fisher.
Zouave	2	4	Acting Ensign J. L. Hayes	Norfolk, Va.
Zeta		4	Acting Ensign F. W. Mintzer	James River.

Report of Acting Volunteer Lieutenant Hays, U. S. Navy, regarding rumors of a proposed raid by a party of Confederates under Captain Fitzhugh.

U. S. S. CRUSADER,
Off Yorktown, January 15, 1865.

SIR: I am informed by reliable authority that an attack is contemplated by a Captain Fitzhugh and what force he may collect (probably 50 or 60 men) in boats now in Severn River, [Va.], which have been sent from Richmond for the purpose, upon the light-boat on the Wolf Trap in Chesapeake Bay and such vessels as they may come across in the bay. If successful, they contemplate a raid upon the oyster fleet in this river. I notified the light-boat of it this morning. Have ordered all the oyster fleet below me from up the river, and have put additional men on

the *Seymour* and ordered her to cruise in Mobjack Bay, at the mouth of Severn River, in order to prevent them getting out. This Fitzhugh is the one who committed extensive depredations upon the eastern shore some months ago.

The military authorities have been notified at Fort Magruder, and I presume some action will be taken by them. I respectfully inform you of the action I have taken in the matter, and request you will forward me a boat of light draft of water to cruise between New Point and the Wolf Trap, in order to catch them should they put out from that point.

Hoping my action will meet with your approval,

I am, very respectfully, your obedient servant,

PETER HAYS,
Actg. Volunteer Lieutenant, Comdg., Senior Officer in York River.

Commander WM. A. PARKER,
Comdg. Fifth Division, North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Hays, U. S. Navy, requesting an opinion regarding the breastworks on Gloucester Point.

U. S. S. CRUSADER,
Yorktown, Va., January 15, 1865.

SIR: The breastworks on Gloucester Point evacuated by our forces afford an excellent opportunity for the rebels to plant a few pieces to annoy us, which they readily could do. I am under the opinion they ought to be destroyed, and request your opinion on the subject.

Very respectfully, your obedient servant,

PETER HAYS,
Actg. Volunteer Lieutenant, Comdg., Senior Officer in York River.

Commander WM. A. PARKER,
Comdg. Fifth Division, North Atlantic Blockading Squadron.

Special report of Rear-Admiral Porter, U. S. Navy, regarding the practical working of the monitor class of vessels.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off Fort Fisher, N. C., January 15, 1865.

SIR: My late experience with the monitor class of vessels under fire, at sea, and in riding out heavy gales, justifies me in making a special report on the matter. I feel the importance of the Government's receiving accurate information in relation to a class of vessels about which there has been a difference of opinion and of which we are building quite a number.

My experience has been with the *Monadnock*, *Saugus*, *Mahopac*, and *Canonicus*, all vessels of some difference of construction, and built, I believe, by different contractors.

Before leaving Hampton Roads, and while waiting for the Army to provide troops for the land part of this expedition, I sent the monitors *Canonicus*, *Mahopac*, and *Saugus* up the James River to try what they could do with the rebel batteries at Howlett's and above that point.

At Howlett's the enemy had a heavy gun mounted (a 200-pounder Brooke rifle), which was frequently fired at the monitors, but seldom hitting them. One of their shells, or shot, however, struck the *Saugus* fair on the turret and knocked out and loosened forty of the bolts.

This was owing to the bolts being driven from inside to out, instead of from outside to in. The turret was not materially injured, and was repaired again in about two weeks, and I have been using the *Saugus* here against these works, where she has done effective service.

The *Canonicus*, *Mahopac*, and *Monadnock* left Hampton Roads on the 13th ultimo, the former two in tow of steamers, the *Monadnock* going under steam with a steamer in company. The weather was quite rough, and at times the sea would go over the turrets and down the funnels, but I passed them while at sea and they were making excellent weather of it. On asking their commanders afterwards how they got along the answer was, "Oh, quite well, sir; only a little damp."

On arriving at Beaufort, N. C., I filled them up with coal and ammunition. I found a defect in a pump on board the *Canonicus* [*Mahopac*] (a centrifugal pump they called it), which did not fetch the water until there was a foot or more in the vessel. This was a serious defect, and one for which the constructors were very culpable. The *Mahopac's* decks leaked considerably, and made the officers and crew very uncomfortable. The monitors started from Beaufort on the 18th ultimo, the *Canonicus* and *Mahopac* being towed, the *Monadnock* declining such assistance. Indeed, she did not require it, outrunning the largest vessels easily, and keeping ahead of all except the very fastest.

On the 21st ultimo it came on to blow hard from the S.W., and a very heavy sea commenced rolling in. The vessels were all anchored in 13 fathoms water, with a long scope of chain out. Most of the large vessels dragged during the gale. The *Tuscarora* and *Juniata* put to sea (I think unnecessarily), while the monitors rode it out beautifully.

I was anchored quite near them and witnessed their performance.

I at first thought I had been imprudent and had unnecessarily risked the lives of officers and men, but I went to sleep the first night of the gale quite easy in my mind in regard to the monitors. I saw that they were making the best weather and riding easier than any of the other vessels in the fleet. All the transports cut and ran, though I think that was quite unnecessary. After the gale I enquired of the commanders of the monitors how they passed through the ordeal, and they seemed to think they got along very well. The smaller monitors, *Mahopac* and *Canonicus*, at times almost disappeared from view, and the commander of the former vessel complained of discomfort, owing to the decks leaking, but the vessels were in no danger at any time. As to the *Monadnock*, she could ride out a gale at anchor in the Atlantic Ocean. She is certainly a most perfect success, so far as the hull and machinery are concerned, and is only defective in some minor details, which in the building of these vessels require the superintendence of a thorough seaman and a practical and ingenious man. The *Monadnock* is capable of crossing the ocean alone (when her compasses are once adjusted properly), and could destroy any vessel in the French or British navy, lay their towns under contribution, and return again (provided she could pick up coal) without fear of being followed. She could certainly clear any harbor on our coast of blockaders in case we were at war with a foreign power. As strong and thick as the sides of this vessel are, one heavy shot from Fort Fisher indented the iron on her side armor without, however, doing any material damage. These vessels have laid five days under a fire

from Fort Fisher, anchored less than 800 yards off, and though fired at a great deal, they were seldom hit, and received no injury except to boats and light matter about decks, which were pretty well cut to pieces. Compared with the *Ironsides*, their fire is very slow, and not at all calculated to silence heavy batteries, which require a rapid and continuous fire to drive men from the guns; but they are famous coadjutors in a fight, and put in the heavy blows which tell on casemates and bombproofs. The smaller class of monitors, as at present constructed, will always require the aid of a steamer to tow them and take care of them. In smooth weather they ought to go along by themselves, and when towed the towrope should never be less than 200 fathoms in length. It strains them very much to have a short towline.

I do not know yet what their real durability is or would be in a continuous fire against their turrets. Solid XI-inch or 200-pounder rifles are apt to break something when they strike, and I should be much better satisfied myself to be behind wooden bulwarks and take what comes than to be shut up in an iron turret, not knowing whether it is properly constructed. This, though, is the prejudice of a sailor, and should have no weight whatever. The commanders of the monitors seem to feel quite at home and safe in them, and apprehend no more danger at sea than in any other kind of a vessel. Commander Parrott, of the *Monadnock*, remarked that he did not see any difference between her and anything else. The *Saugus* joined me after the first day's fight off Fort Fisher, and was towed round from Norfolk by the *Nereus* in very rough weather. The vessel leaked a good deal through her bows and some uneasiness was felt for her on that account, but her seagoing qualities were spoken of as good. The difficulty was a mechanical one, and in no way detracts from the qualities of the vessel. There is no great amount of comfort on board these vessels at sea; that is conceded on all sides, but they are seldom at sea and only exposed when making a voyage. This is the first time, I believe, that the monitors have ridden out heavy gales in an open sea at anchor, though they have ridden out gales in Charleston Roads.

I have only to remark that the principle is a good one, if the vessels are all built like the *Monadnock*. The fire of these vessels, combined with the fire of such vessels as the *New Ironsides* and heavy frigates, is very effective, particularly against heavy plated vessels, bombproofs, and stone or brick walls. I have never yet seen a vessel that came up to my ideas of what is required for offensive operations as much as the *Ironsides*. She combines very many good qualities. The most important is the comfort with which the people on board of her live, though she would be no match for the *Monadnock* in a fight, the latter having more speed.

The accuracy of fire is, I think, in favor of the *Ironsides*, judging from what I have seen here. The turrets get filled with smoke and do not clear as quick as the *Ironsides*, though that defect could be avoided by not firing both guns so near together. These impressions of mine are formed from a short experience with monitors, but I think they will be found correct, provided the monitors are properly built.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *January 16, 1865.*

A fast steamer leaves here to-morrow afternoon at 4 p. m. for the fleet off Wilmington. She can touch off Fortress Monroe, Wednesday morning, to take dispatches or any officer if you desire it.

G. V. FOX,
Assistant Secretary.

Lieutenant-General U. S. GRANT, U. S. Army,
City Point, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Sands, U. S. Navy, regarding the remains of Assistant Surgeon Longshaw, U. S. Navy.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off Fort Fisher, January 16, 1865.

SIR: You will run outside to where the *Minnesota* is lying and take on board the body of Surgeon William Longshaw, then proceed without delay to Norfolk, Va., and turn all your wounded over to the hospital. Commodore Lanman will give you directions as to the disposal of the remains of Dr. Longshaw.

After performing this duty fill up with coal and return here.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain B. F. SANDS,
Commanding U. S. S. Fort Jackson, off Fort Fisher.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Glisson, U. S. Navy, commanding U. S. S. Santiago de Cuba, regarding disposal of the wounded on that vessel.

OFF FORT FISHER, N. C., *January, 16, 1865.*

SIR: You will proceed with the *Santiago de Cuba* under your command to Norfolk, Va., and deliver the wounded you have on board at the hospital.

You will then proceed to the navy yard and make all necessary repairs to your vessel.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain O. S. GLISSON,
Commanding U. S. S. Santiago de Cuba.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Spicer, U. S. Navy, regarding the disposal of the wounded on that vessel.

OFF FORT FISHER, *January 16, 1865.*

SIR: Proceed without delay to Norfolk, Va., and deliver the wounded you have on board your vessel into the naval hospital at that place. Coal up and return here at once.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Commander WM. F. SPICER,
Commanding Quaker City.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Colhoun, U. S. Navy, regarding repairs to that vessel.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off Federal Point, N. C., January 16, 1865.

SIR: You will proceed, with the *Saugus* in tow of the *Rhode Island*, to the navy yard at Norfolk and turn over the *Saugus* to the commandant of the yard (Captain Berrien) for repairs. You will then obey the orders you have received from the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander E. R. COLHOUN,
Commanding Monitor Saugus.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Frailey, U. S. Navy, commanding U. S. S. Tuscarora.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 16, 1865.

SIR: You will proceed with your vessel without delay and report to Rear-Admiral J. A. Dahlgren, commanding South Atlantic Blockading Squadron, for duty.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander JAS. M. FRAILEY,
Commanding U. S. S. Tuscarora, off Fort Fisher.

[First endorsement.]

Reported off Charleston, January 19, 1865.

J. A. DAHLGREN,
Rear-Admiral

[Second endorsement.]

The *Tuscarora's* station for the present will be on the outside blockade at this place.

J. A. D.

Letter from the chairman of Committee on Conduct of the War to the Secretary of the Navy, requesting that Rear-Admiral Porter be summoned to appear to give testimony.

COMMITTEE ROOM CONDUCT OF THE WAR,
January 17, 1865.

SIR: I am instructed by the Committee on the Conduct of the War to request that you will direct Admiral Porter to appear before them to testify in relation to the expedition against Wilmington, as soon as he can come consistently with the demands of the service.

I remain, yours, respectfully,

B. F. WADE,
Chairman of Committee.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *January 17, 1865.*

Lieutenant-Commander Jeffers will leave the Department at 3 o'clock with some letters to Admiral Porter to go by the *Bat*. When received, let her leave.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *January 17, 1865.*

Mr. F. P. Blair, senior, will go immediately to Richmond. Will you be good enough to telegraph me when he can go through by water if possible, as there can be no delay. He is too old to endure the fatigue of a land march and delay. I congratulate you upon the Federal Point affair.

G. V. FOX,
Assistant Secretary.

Lieutenant-General U. S. GRANT,
City Point, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Clitz, U. S. Navy, regarding the lights on the Mound.

FLAGSHIP MALVERN,
Off Fort Fisher, January 17, 1865.

SIR: You will obtain the lights on the Mound; see that they are properly trimmed and lighted, as has been the custom with the rebels during the blockade. I place this matter in your entire charge and expect you to use all your exertions to carry it out.

It is reported there are many blockade runners on their way, having heard of our first attack, and you will cause such preparations to be made that will secure any which may enter.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Commander J. M. B. CLITZ.

[P. S.]—Have the lights lighted to-night and see that no vessel inside displays a light, and be ready to grab anyone that enters.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Howell, U. S. Navy, commanding U. S. S. Nereus.

FLAGSHIP MALVERN,
Off Fort Fisher, N. C., January 17, 1865.

SIR: You will take the *Mahopac* in tow and proceed with her to Port Royal or Charleston, S. C., and will report to Admiral Dahlgren.

On completion of this duty you will proceed to Mariguana Passage in obedience to your original orders.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. C. HOWELL,
Commanding U. S. S. Nereus.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Weaver, U. S. Navy, commanding U. S. S. Mahopac.

OFF FORT FISHER, *January 17, 1865.*

SIR: Proceed in tow of the *Nereus* off Charleston or to Port Royal, S. C., and report to Rear-Admiral J. A. Dahlgren for duty in the South Atlantic Squadron.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander A. W. WEAVER,
Commanding Ironclad Mahopac, off Fort Fisher, N. C.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Ammen, U. S. Navy, commanding U. S. S. Mohican, to proceed as bearer of dispatches for General Sherman.

FLAGSHIP MALVERN,
New Inlet, North Carolina, January 17, 1865.

SIR: Proceed with your vessel to Port Royal, S. C., and report to Rear-Admiral Dahlgren. Take the accompanying dispatches and request Admiral Dahlgren to have them delivered to General Sherman by a safe hand or do so yourself.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander D. AMMEN,
U. S. S. Mohican.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Frailey, U. S. Navy, commanding U. S. S. Tuscarora.

OFF FORT FISHER, *January 17, 1865.*

SIR: You will take the *Canonicus* in tow and proceed with her to Port Royal, S. C., and will report to Rear-Admiral J. A. Dahlgren for further [duty].

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. M. FRAILEY,
Commanding U. S. S. Tuscarora.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Belknap, U. S. Navy, commanding U. S. S. Canonicus.

OFF FORT FISHER, *January 17, 1865.*

SIR: Proceed in tow of the *Tuscarora* to Port Royal, S. C., and report to Rear-Admiral Dahlgren for duty in the South Atlantic Squadron

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander G. E. BELKNAP,
Commanding U. S. S. Canonicus.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Guest, U. S. Navy, commanding U. S. Iosco.

OFF FORT FISHER, *January 17, 1865.*

SIR: You will proceed without delay to Charleston or Port Royal and report to Rear-Admiral J. A. Dahlgren for duty.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander JOHN GUEST,
Commanding U. S. S. Iosco.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Alden, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to Hampton Roads for examination of that vessel.

FLAGSHIP MALVERN,
Off Fort Fisher, N. C., January 17, 1865.

SIR: As I do not think your vessel in condition for further service, after the heavy firing from her guns, I deem it prudent to have her sent to Hampton Roads for examination, from whence you will report your arrival to the honorable Secretary of the Navy and state in full your condition.

If the Department thinks your vessel fit for active service after the examination, it will notify you to that effect. I have no means here of ascertaining the actual condition of your vessel. I know she has been for a long time unseaworthy, and was only temporarily fitted for this expedition.

In case the Department desires to send you on an expedition which it has in view, you will have time to make necessary repairs, as I am not ready yet to dispense with the services of other vessels here.

Wishing you a pleasant voyage home, and my best wishes for yourself, gallant officers, and crew, who have given me so much aid and no trouble at all,

I remain, respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. S. Brooklyn, off Fort Fisher, N. C.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Radford, U. S. Navy, commanding U. S. S. New Ironsides, to proceed with that vessel to Norfolk, Va., and report to the Secretary of the Navy for orders.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 17, 1865.

COMMODORE: You will proceed with your vessel to Norfolk, Va., in company with the U. S. S. *Susquehanna*, and on your arrival there will report to the honorable Secretary of the Navy for further orders.

In taking leave of you, permit me to express the high appreciation I feel of the services you have rendered to me since you have been under my command. To your vessel more than any other in the squadron is the country indebted for the capture of the outworks of Cape Fear River. Ready at all times to go anywhere and do anything, you have, in my opinion, shown the highest qualities an officer can possess, and I have never tired in looking on in admiration at the endurance of your vessel and the terrible execution she has done while in your hands. I hope it may be my good fortune to be associated with you again in a war against the enemies of our country, and I hope you may then command the same "Old *Ironsides*," with her present gallant officers and crew. I know the result will be victory.

In the late assaults on the fort the army are mainly indebted to you for their success, for, notwithstanding their gallantry, they could not have passed from traverse to traverse without the aid of your guns, which swept the openings between the traverses while the army advanced from point to point, and the highest compliment I can pay your gunners is to say that when I signaled to the general to know if he was not afraid of an accident from your guns ranging so close to his men, he replied, "No;" that the accuracy of your fire was splendid.

When the *New Ironsides* goes I shall part with you and her with regret, though no further assistance can be required of her here. While I am writing this (at 2 o'clock at night) the enemy's works at Fort Caswell are being blown up in consequence of our capture of this stronghold, and thus ends the outside fortifications on Cape Fear River. If I could get your ship in the river, Wilmington would be ours in a day.

You will have the satisfaction of having been engaged in the most important event of the war, and of knowing that you have contributed vastly to the result.

Please communicate to your officers and men the high opinion I entertain of them and the physical endurance they have displayed in this long and harassing bombardment, and accept yourself the warmest wishes of,

Yours, very truly and respectfully,

DAVID D. PORTER,
Rear-Admiral.

Commodore WM. RADFORD, U. S. Navy,
Commanding U. S. S. New Ironsides.

The *Susquehanna* and *Powhatan* will keep company with you.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Godon, U. S. Navy, commanding U. S. S. Susquehanna, to proceed with that vessel to Norfolk, Va., and report to the Secretary of the Navy for orders.

U. S. FLAGSHIP MALVERN,
Off Fort Fisher, January 17, 1865.

COMMODORE: You will proceed with your vessel, in company with the U. S. S. *New Ironsides*, to Norfolk, Va., taking good care of her, as

she is disabled. On your arrival there you will report to the honorable Secretary of the Navy for further orders.

I take this opportunity to express to you how much I appreciate the services you have rendered to me officially and the kind, good feeling you have shown personally.

I shall part with you and your ship with extreme regret, and as it is not likely that we shall be associated together again in the present war, I can only hope that we may meet once more opposed to our outside enemies, where, fighting ship against ship, instead of against sandhills, you will, I am sure, be successful as you have hitherto been.

I do not say it to flatter you, but your vessel has been one of the best conducted in this squadron, and in going into action, or preparing for service, I never gave myself any thought about you, for I knew you would be ready at the right time and be in the proper place in action.

No doubt every officer is animated with a proper zeal on an occasion like this, but something more is wanted to enable the commodore of a squadron to avail himself of the full capability of every ship under his command. He should not be expected to think for any one ship, so that his mind may be ready at all times to regulate the plan of battle. In this respect you have rendered me the most essential service, and have conducted your ship not only with zeal, but with the right kind of intelligence, showing that you possess the highest attributes of a commander.

You will have the satisfaction of knowing that your name will be associated with, I think, the most important event of the war, and the most damaging one to the enemy.

We all know the part the Navy has taken in the capture of this stronghold. Every man who has done his duty, as you have, may rest satisfied that he will not be forgotten by his country when the time comes to reward those who have done the hard work and the fighting.

As I am now writing, the death knell of another fort is booming in the distance. Fort Caswell with its powerful batteries is in flames and being blown up, and thus is sealed the door through which this rebellion is fed.

With my warmest wishes for your safe return home, and hoping this is not our last association on duty,

I remain, yours, sincerely and respectfully,

DAVID D. PORTER,
Rear-Admiral.

Commodore S. W. GODON,
Commanding U. S. S. Susquehanna, off Fort Fisher.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Schenck, U. S. Navy, commanding U. S. S. Powhatan, to proceed with that vessel to Norfolk, Va., and report to the Secretary of the Navy for orders.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 17, 1865.

COMMODORE: You will proceed, in company with the *Susquehanna* and *New Ironsides*, to Hampton Roads and report your arrival at that point to the honorable Secretary of the Navy. You will assist in taking care of the *New Ironsides* in case of accident to the *Susquehanna*.

It is likely on your arrival you may be detached from this squadron and ordered elsewhere. Permit me, then, on the close of our official relations to express my appreciation of the services you have rendered me while under my command; and I congratulate you on being a participator in the important capture of the enemy's last stronghold, in which you have taken so prominent a part.

I am sorry to lose the services of your noble ship from my command, but as the enemy have now no works on the coast within the reach of your guns, you will likely be sent abroad to show rebel sympathizers that our flag still triumphantly waves over the ocean, as it did before this rebellion broke out.

It has afforded me great pleasure personally to see you reinstated in the position to which you have done so much credit, and from which I feel you were so long unjustly withheld.

You take with you my best wishes for a safe and speedy passage home, and a happy meeting with your friends.

Respectfully and truly, yours,

DAVID D. PORTER,
Rear-Admiral.

Commodore JAS. F. SCHENCK, U. S. Navy,
Commanding U. S. S. Powhatan.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Lanman, U. S. Navy, commanding U. S. S. Minnesota, to assume charge of the vessels at Hampton Roads.

OFF FORT FISHER, *January 17, 1865.*

COMMODORE: You will proceed to Hampton Roads with your ship and assume charge of the vessels stationed at that point, regulating the guard vessels according to the orders heretofore issued. Your authority will extend no further than to the magazine near Norfolk, that, the receiving, ordnance, and school vessels being within the navy yard jurisdiction. You will also take charge of the vessels in York River and enquire into their efficiency, and how they have conducted matters in my absence.

Permit me to express to you on this occasion the high appreciation I feel for your services in reducing this formidable work, and the gallant manner in which you, with your ship, have on several occasions led the fleet into action.

I well appreciate all such matters and am not one to forget them or to lose an opportunity of bringing them before the notice of the Government.

I thank you at the same time for the kind personal feeling you have always displayed toward myself and the readiness in which your ship has always been kept for any service required of you.

I hope soon to see you in Hampton Roads, from whence you will report your arrival to the honorable the Secretary of the Navy.

It may be thought desirable to put your ship in thorough repair, and I think she ought to go in dock as soon as possible.

Very respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commodore JOS. LANMAN,
Commanding U. S. S. Minnesota.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, to proceed with that vessel to Norfolk, Va., and report to the Secretary of the Navy for orders.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off Fort Fisher, N. C., January 17, 1865.

COMMODORE: You will proceed with your ship to Norfolk and on your arrival there report yourself to the honorable Secretary of the Navy.

In parting with you and your ship, permit me to express to you how I have been gratified at having you associated with me in the important events that have taken place here, and the capture of all the enemy's strongholds, forts, and guns, more numerous than have been captured anywhere during this war.

Fort Caswell is now in flames and has been blown up, in which you have borne your part by helping so nobly with your ship to batter down the formidable works before which we are now lying peacefully at anchor.

I thank you kindly for the support you have always rendered me, and for the efficient condition in which your ship has been kept, and the readiness to perform any and all the duties required of you.

I would not now part with you if there was any chance of your services being required; but the door through which the rebellion is fed has been closed by our guns and there is now nothing to do but sit down and watch the traitors starve. I should much regret if I thought we should not be again associated on duty. I hope we will yet hear the sound of our guns booming against the walls of our outside enemies.

I wish you a safe and speedy voyage home, and that you may be welcomed by your friends as you deserve to be.

With my warmest good wishes,

I remain, very respectfully and truly, yours,

DAVID D. PORTER,
Rear-Admiral.

Commodore H. K. THATCHER,
Commanding U. S. S. Colorado.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Smith, U. S. Navy, commanding U. S. S. Wabash, to proceed with that vessel to Norfolk, Va., and report to the Secretary of the Navy for orders.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Fort Fisher, January 17, 1865.

CAPTAIN: You will proceed to Hampton Roads without delay and report your ship, her condition, etc., to the honorable Secretary of the Navy.

Permit me to express to you my thanks for the prompt manner in which you have carried out my orders and for the efficiency of your vessel.

I congratulate you on having participated in one of the most important events of the war, in which your vessel bore so important a part.

If I shall not have the pleasure of being associated with you again on duty, you carry with you my best wishes. Before you leave

please make me a return of killed and wounded and expenditure of ammunition.

Very truly and respectfully, DAVID D. PORTER,
Rear-Admiral.

Captain MELANCTON SMITH,
Commanding U. S. S. Wabash, off Fort Fisher.

Letter from Major-General Sherman, U. S. Army, to Rear-Admiral Porter, U. S. Navy, acknowledging receipt of letter and charts.

SAVANNAH, GA., *January 17, 1865.*

DEAR ADMIRAL: I am this moment in receipt of your letter of January 12, with the roll of maps, for which I am much obliged. I hope you will succeed at Fisher, as it will set free much of your fleet for other purposes, but if Terry does not assault, he should occupy the peninsula at the narrow neck represented on the map, about 4 miles north of Fisher, with a strong line looking to the rear, and a battery of 20-pounder Parrotts commanding the channel of Cape Fear River. I know that the enemy would naturally keep in Fort Fisher [not] to exceed 500 or 600 men, and they could be held there. Still, if he takes it, it settles that matter, and the majority of his troops could return to Grant, or reinforce New Berne and work out toward Kinston. I will send my railroad man, W. W. Wright, up to New Berne, and can send from here any number of cars and locomotives, so that we can use that road back to Kinston and Goldsboro. We have also here a good deal of railroad iron.

Pursuant to my plan, the Seventeenth Corps got Pocotaligo and railroad on the 15th, and I would now be in motion for Branchville and Orangeburg only stores have been delayed by the storms of the past month. But the possession of Pocotaligo and road back to Beaufort, and also from here forward to Hardeeville, gives me a clear start, and I will be off as soon as I can get bread enough to load my wagons. The division of General [Cuvier] Grover, sent by Grant to hold Savannah, has begun to arrive, so I can take with me my entire army.

I have studied the maps well and like the appearance of New Berne and Goldsboro, and would like New Berne held with all tenacity. If Lee sees the points he may try to checkmate me there, and if you have anything to do with it, hold fast to New Berne with the tenacity of life. I explained its importance to the Secretary of War, who promised to run in there and attend to it.

I am rejoiced that the current of events has carried Butler to Lowell, where he should have stayed and confined his bellicose operations to the factory girls. He always struck me as a mighty man of words, but little in deeds of personal valor. We will be along soon, and the braggart Carolinians will find in our Western boys a different kind of metal. See how easy we took McAllister and Pocotaligo that have defied the East. The battle cost us less then ten lives. I will make a good ready, and then stand from under.

I shall account it a happy day if I stand once more on your deck. The world shall not be grieved at little jealousies, for we feel a just pride in the pure courage and patriotism of each other. I will write you again before I again dive out of sight and hearing.

Truly, your friend,

W. T. SHERMAN.

Admiral D. D. PORTER,
Commanding North Atlantic Squadron, off Wilmington.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding disposition of vessels.

NAVY DEPARTMENT, *January 18, 1865.*

SIR: Send the *Susquehanna* to Key West, with orders to report to Rear-Admiral Stribling; the *Colorado* to New York; the *Wabash* to Boston, and the *Minnesota* to Portsmouth, N. H.

From the *Wabash* and *Minnesota* you may take such officers and stores as may be required in the squadron, leaving them sufficient to take them safely to their destination.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Wilmington.

[Telegram.]

NEW YORK, *January 18, 1865.*

Private.] (Received 4:35 p. m.)

SIR: Our chief operator at Halifax sends me the following, dated to-day:

Blockade runner *Helen* leaves to-day for Bermuda, especially to stop several blockade runners waiting orders there and expected to sail from 18th to 20th for Wilmington. Among them are *Colonel Lamb, Charlotte,* and *Old Dominion*. Hope rebel flag will be floated from the front [fort] as a decoy.

J. C. CLUM.

E. S. SANFORD, *New York.*

Respectfully, E. S. SANFORD.

Hon. C. A. DANA,
Assistant Secretary of War.

Order of the Secretary of the Navy to Captain Pickering, U. S. Navy, commanding U. S. S. Vanderbilt, to proceed with that vessel to New York.

COMMANDANT'S OFFICE, NAVY-YARD,
Norfolk, January 18, 1865.

SIR: By order of the honorable Secretary of the Navy, after landing your wounded you will proceed with the vessel under your command to New York, and on your arrival report to Rear-Admiral Paulding or the senior naval officer present.

Very respectfully, J. M. BERRIEN,
Commandant Naval Station, Norfolk.

Captain C. W. PICKERING, U. S. Navy,
Commanding U. S. S. Vanderbilt, Hampton Roads, Virginia.

Letter from Major-General Terry, U. S. Army, to Rear-Admiral Porter, U. S. Navy, giving information obtained from a deserter regarding torpedoes.

12 m.

W. Lovick, Fortieth North Carolina Regiment, a deserter, has just come in. He says that on the 16th instant he helped to put down two

torpedoes containing from twelve to fifteen hundred pounds of powder each, about 100 yards from the wharf at Fort Anderson and directly opposite it, in 12 feet of water. He says that there are no other torpedoes in the river until you arrive at the Drowned [Dram] Tree. He was one of the boat's crew of the commanding officer of the fort.

A. H. TERRY,
Major-General.

Admiral PORTER.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah.

IN CAPE FEAR RIVER, *January 18, 1865.*

SIR: You will proceed without delay to Charleston, S. C., and report to Rear-Admiral Dahlgren for duty.

Respectfully, your obedient servant,

[DAVID D. PORTER,]
Rear-Admiral.

Captain D. B. RIDGELY,
Commanding U. S. S. Shenandoah, off Fort Fisher.

[Order of same date and like tenor to Captain Steedman, commanding U. S. S. *Ticonderoga;* Commander Rolando, commanding U. S. S. *Keystone State;* Commander Parrott, commanding U. S. S. *Monadnock;* Lieutenant-Commander Phelps, commanding U. S. S. *Juniata.*]

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Harris, U. S. Navy, to proceed as bearer of dispatch for Major-General Sherman, U. S. Army.

CAPE FEAR RIVER, *January 18, 1865.*

SIR: You will proceed without delay to Port Royal, S. C., and deliver the accompanying dispatch to the senior officer there and request him to have it forwarded to General Sherman without delay.

The dispatch is very important.

Return here without delay after executing the above orders.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant T. A. HARRIS,
Commanding U. S. S. Lilian.

[Telegram.]

NAVY DEPARTMENT, *January 19, 1865.*

He will leave at 11 a. m. to-morrow and ought to reach you Sunday p. m. early. Please detain the boat.

G. V. FOX,
Assistant Secretary.

Lieutenant-General U. S. GRANT, U. S. Army,
City Point, Va.

General order No. 88, of Rear-Admiral Porter, U. S. Navy, announcing change in divisions of the North Atlantic Blockading Squadron.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, January 19, 1865.

From and after this date the divisions in the North Atlantic Squadron are broken up, with the exception of the James River Division and Division of the Sounds, and all other vessels will haul down their divisional flags.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Dahlgren, U. S. Navy, reporting successful operations against Forts Fisher and Caswell.

IN CAPE FEAR RIVER, *January 19, 1865.*

ADMIRAL: I send you the *Monadnock*. She is a splendid vessel, but draws rather too much water for my purposes.

Will you send me without delay one of your lightest draft monitors in exchange for her? There are one or two forts on the river that I can not wind up without an ironclad.

I also send the *Keystone State* to report to you. If you will send back the monitor with her I will send her back to you, as I have no further use for her.

We have been very successful here. Captured Fort Fisher, with all the surrounding works, which are tremendously heavy. The Navy took possession of Fort Caswell and all the works on Smith's Island. The works on the river between Fisher and Caswell and guns, amounting to about 200 in all, are ours.

All our gunboats in the river, and the place is hermetically sealed.

All I am waiting for is that monitor, and I shall then work my way up to Wilmington.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

P. S.—I have ordered a number of vessels carrying heavy guns to report to you at once.

Rear-Admiral J. A. DAHLGREN,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Ensign Bennett, U. S. Navy, commanding U. S. S. Republic.

OFF SMITHVILLE, N. C., *January 19, 1865.*

SIR: You will proceed immediately to Beaufort, N. C., and when there send the enclosed dispatch by an officer to Commander Macomb.

After performing this duty return to me at once.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Master [Ensign] J. W. BENNETT,
Commanding U. S. S. [Republic].

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding measures for the protection of New Berne, N. C.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Smithville, N. C., January 19, 1865.

SIR: The rebels intend making an attack on New Berne. You will move down all the vessels (heavy ones) you can spare from Plymouth and hold on to New Berne until the last. It is very important that the place should not be taken.

Move down your vessels at once, leaving a sufficient force at Plymouth.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds of North Carolina.

Report of Commodore Radford, U. S. Navy, Commanding U. S. S. New Ironsides, regarding the condition of that vessel.

U. S. S. NEW IRONSIDES,
Fortress Monroe, January 20, 1865.

SIR: In obedience to enclosed order from Rear-Admiral Porter, I have the honor to report my arrival at this place.

Having twisted off my rudderhead, just above the blade, and otherwise injured it in the gales off North Carolina, I rigged temporary steering gear and can direct imperfectly the course of the vessel in smooth water, which, I am happy to say, we have had for the last eight days. With the exception of a few hours after I left Fort Fisher, though neither wind nor sea was strong, I could not control the course of the vessel in the least.

She has been otherwise considerably strained and requires calking. Her repairs will necessitate docking. Though often struck, she has not been much hurt by the balls of the enemy. One of her iron plates has been badly smashed by a X-inch solid shot; another came through her side just forward of her plating.

Very respectfully, your obedient servant,

WM. RADFORD,
Commodore, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Lanman, U. S. Navy, Commanding U. S. S. Minnesota, of the arrival of that vessel at Hampton Roads.

U. S. S. MINNESOTA,
Hampton Roads, Virginia, January 20, 1865.

SIR: I have the honor, agreeable to the orders of Rear-Admiral David D. Porter, commending North Atlantic Squadron, to report the arrival of the *Minnesota* at Hampton Roads.

We sailed from off New Inlet, North Carolina, on the evening of the 17th instant and anchored here this morning.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Division, North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, regarding an engagement with the enemy near Half Moon battery.

U. S. S. GOVERNOR BUCKINGHAM,
Off Half Moon Battery, North Carolina, January 20, 1865.

SIR: I have the honor to report that on the 19th instant I observed a column of our infantry marching up the beach in the direction of the Half Moon battery. Knowing that a body of rebels were intrenched abreast of where this vessel lay, I pulled on shore and informed the commanding officer of the troops (Brevet Brigadier-General [J. C.] Abbott) of the fact, at the same time telling him if he was attacked I would assist him with the guns of the *Buckingham*. As our forces advanced, the rebels opened fire on our skirmish line; immediately opened a heavy fire of shrapnel from five rifled guns upon the rebel rifle pits, our projectiles bursting over and amongst them. After firing some time I saw our soldiers charge on the rebel works and capture a number of prisoners. After the firing had ceased, went on shore and was informed by the commanding officer that our firing was excellent, and assisted him on his reconnoissance materially. At his request I opened fire on the rebel works between him and Cape Fear River and continued firing until dark, the U. S. S. *Montgomery* firing also.

Very respectfully, your obedient servant,

JOHN MACDIARMID,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Renshaw, U. S. Navy, commanding U. S. S. Massasoit, to proceed to the defense of New Berne.

CAPE FEAR RIVER, *January 20, 1865.*

SIR: You will proceed with your vessel without delay to New Berne, N. C., by way of Hatteras Inlet, and remain there to cooperate with the army in defending the place.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander R. T. RENSHAW,
Commanding U. S. S. Massasoit, James River.

[Order of same date and like tenor to Lieutenant Fyffe, U. S. Navy, commanding U. S. S. *Hunchback*.]

Report of Commander Macomb, U. S. Navy, regarding obstructions and Confederate ram in the Neuse River.

U. S. S. SHAMROCK,
Dist. of Sounds of North Carolina, Plymouth, January 20, 1865.

ADMIRAL: Learning that you wished to be acquainted with the character of the obstructions in the Neuse River, and also all the information in our possession in regard to the ram in that river, I have made enquiries and obtained the following:

The obstructions are about 3 miles above New Berne. In the main channel there is about 12 feet water, and in it are sunk a brig and a schooner. The rest of the barricade consists of spiling, rather weak in the shoal water; and in a second channel there is a passageway left open, in which there is generally about 7 feet of water, but at freshets there is much more. I give a sketch of them below, made by Acting Master [H. H.] Foster of the *Ceres*, who has been much in that part of the country.

The ram, from all we can hear, is a casemated ironclad, carrying 6 guns.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

It is generally supposed that this ram can not come down the river, as she has had several freshets since she was reported finished, and has not taken advantage of any of them.

Report of Commander Macomb, U. S. Navy, regarding Army expedition for the destruction of Confederate ram in Roanoke River.

U. S. S. SHAMROCK,
Dist. of Sounds of North Carolina, Plymouth, January 20, 1865.

ADMIRAL: The army force from here started last night on an expedition to burn the ram at Edwards Ferry, on the Roanoke River. They were to be landed by their transports on the Chowan River, and thence cross the country to the Roanoke.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Occupation by Federal naval force of Confederate works at the mouth of Cape Fear River and Smithville, N. C., and the capture of steamers Stag and Charlotte.

Report of Rear-Admiral Porter, U. S. Navy, transmitting captured papers.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Smithville, N. C., January 20, 1865.

SIR: In my last I informed you that Fort Caswell had been blown up and evacuated in consequence of the fall of Fort Fisher. I sent

Lieutenant W. B. Cushing around in the *Monticello* to the Western Bar to ascertain what had taken place and to obtain aid from the officers in command of the *Nyack* and *Vicksburg* and take advantage of the occasion. Lieutenant Cushing did not obtain the aid he required, for what reason I have not yet learned, but with his usual energy he pushed on in his boats, found that Caswell had been blown up, Bald Head fort destroyed, Fort Shaw also, and Fort Campbell, to the westward of Caswell, had been abandoned. All these forts mount IX and X inch guns, and Armstrong 150-pounders. Lieutenant Cushing then pushed on to Smithville, after hoisting the flag of the Union over Caswell. The next thing I saw was the flag waving over Smithville, which the rebels had left in a great hurry (after they saw our boats approaching), leaving everything in the heavy and beautiful fort uninjured, and two IX-inch guns, only spiked, in the fort at Deep Water Point.

In the meantime I had succeeded in getting one gunboat (the *Tacony*) over the Rip (or interior bar), and sent her up to Reeves' Point to disable the guns at that place, about 3 miles (on the west side of the river) above Fort Fisher. Thus in twenty-four hours after the fall of Fisher and its outworks, all the formidable chain of forts in this river (at the entrance), built to keep out anything we had, have fallen into our hands. They are garrisoned for the present with sailors, until we have more troops, and I advise that they be held and kept in order.

I can scarcely give a description of these works; they are certainly the most formidable and best built earthworks I ever saw, and do credit to the engineer who planned them.

One would suppose that the whole Southern Confederacy had been at work throwing up mud and sand, and General Whiting, the engineer, certainly had an abiding faith in the durability of the Confederacy, as he shows his opinion by his works, which have been four years building and were taken in as many days. Fort Caswell is the same shape as it was before it fell into rebel hands, only the Confederates have covered the masonry with thick earth on the outside and made it almost impervious to shot and shell. It is in many respects stronger than Fisher, and harder to take by assault; still it could be taken, and the rebels knew it; three or four gunboats on the inside would soon have starved them out.

I have had a great deal of difficulty in getting the gunboats over the bar and the rips, and only succeeded this morning in getting the last one through.

I don't know that there is a great deal more for us to do; the port is sealed up. I shall, however, move up to Wilmington, taking up the torpedoes first, of which there are a great many. So far we don't have much difficulty in finding them; they mostly fire by electricity; they are very large, containing over a barrel and a half of powder.

The rebels left plenty of good stores and provisions, and our men are now subsisting on that.

I send you a list of the forts that have fallen into our hands since Fort Fisher fell, with the number and caliber of their guns.

We have found here in each fort an Armstrong gun, with "broad arrow" on it, and Sir William Armstrong's name marked in full on the trunnion.

As the British Government claims the exclusive right to use these guns, it would be interesting to know how they have come into a fort held by the Southern Confederacy.

I find that immense quantities of provisions, stores, and clothing have come through this port into rebeldom; I am almost afraid to

mention the amount, but enough to supply over 60,000 men. It is all English, and they have received the last cargo. No more will ever come this way.

We picked up a telegram from General Lee to his subordinate here, saying that if Forts Fisher and Caswell were not held he would have to evacuate Richmond. He says most truly, and I should not be at all surprised if he left it at any moment.

I have sent the three monitors *Monadnock*, *Mahopac*, and *Canonicus* to Admiral Dahlgren, also the wooden vessels *Tuscarora*, *Shenandoah*, *Mohican*, *Ticonderoga*, *Juniata*, and *Keystone State*, keeping here only what was indispensable to secure every point. (*Confidential.*—The army force is very small for all this work, and it will not do to separate it at this moment. It is as much as it will be able to do to hold what we have taken.)

We have plenty of force to hold this place against the whole Southern Confederacy. I have 250 guns bearing on the narrow strip of land where our troops are heavily intrenched. There are vessels in the river and outside, and we only hope they will attempt to retake it. Ten thousand men in Fort Fisher, with the guns of the squadron, would hold this place a long time. We find this a better place to catch blockade runners than outside.

I had the blockade runners' lights lit last night, and was obliging enough to answer their signals, whether right or wrong we don't know. Two of them, the *Stag* and *Charlotte*, from Bermuda, loaded with arms, blankets, shoes, etc., came in and quietly anchored near the *Malvern*, and were taken possession of.

The *Stag* was commanded by Richard H. Gayle, a lieutenant in the Confederate Navy, and belongs to the rebel Government. A number more are expected, and we will, I hope, catch a portion of them.

I intrusted this duty to Lieutenant Cushing, who performed it with his usual good luck and intelligence. These two are very fast vessels and valuable prizes. They threw a portion of their papers overboard immediately on finding they were trapped.

I enclose a list of guns captured by the Navy since the surrender of Fort Fisher, and the names of the different works. This number, added to those taken around Fisher, makes 168 guns in all (most of them heavy ones) that have been taken.

I enclose a few papers that may be interesting.

The *Charlotte* brings five English passengers, one of them an English army officer. They all came over (as they expressed it) "on a lark," and were making themselves quite jolly in the cabin over their champagne, having felicitated themselves on their safe arrival. The *Stag* received three shots in her as she ran by our blockaders outside.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

List of forts taken possession of by the Navy since the fall of Fort Fisher, with their armaments.

	Guns.
Reeves' Point:	
X-inch	3
Above Smithville:	
X-inch	2
Smithville:	
X-inch	4

	Guns.	
Fort Caswell:		
X-inch	10	
IX-inch	2	
Armstrong	1	
32-pounders, rifled	4	
32-pounders, smoothbore	2	
VIII-inch	3	
Parrott, 20-pounders	1	
Rifled fieldpieces	3	
Guns buried	3	
		— 29
Forts Campbell and Shaw:		
X-inch	6	
32-pounders, smoothbore	6	
32-pounder, rifled	1	
VIII-inch	1	
Fieldpieces	6	
Mortars	2	
		— 22
Smith's Island:		
X-inch	3	
32-pounders, smoothbore	6	
32-pounders, rifled	2	
Fieldpieces	4	
Mortars	2	
		— 17
Reported at other end of Smith's Island		6
Total captured		83

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CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, December 6, 1864.

SIR: It is understood that the new steamer *Stag*, now at Wilmington, will be at once turned over to this Department, and you will proceed to Wilmington and report to Mr. Peters for the command of her.

Mr. Peters will be instructed as to the transfer, custom-house papers, etc.

General instructions for your government will at once be given you.

S. R. MALLORY,
Secretary of the Navy.

Lieutenant R. H. GAYLE, Provisional Navy C. S.

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CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, December 6, 1864.

SIR: The following are special instructions for your guidance in command of the *Stag:*

Before leaving port you will station your crews for the different boats of the steamer, having placed in them water and provisions, and also nautical instruments. When capture in your judgment becomes inevitable, fire the vessel in several places and embark in the boats, making for the nearest land.

The Department leaves to your discretion the time when and the circumstances that must govern you in the destruction of the *Stag* in order to prevent her falling into the hands of the enemy.

You will obtain the best engineer officers and pilots, and make the vessel as thoroughly efficient as practicable for the service for which she is engaged. No passenger will be received on board without the

authority of this Department. You will request the Confederate agents in Nassau and Bermuda to require of each steamer that leaves each place with a small cargo to bring in for this Department a certain amount of coal, to be delivered to Mr. Peters or his agent on arrival.

On arrival in a Confederate port, you will furnish Mr. W. H. Peters, special agent at Wilmington, with duplicate vouchers of your expenses of each trip, with the view of equalizing and governing the expenses of all vessels which will come under the charge of this Department, and you will be careful to avoid all unnecessary expenditures, and will regulate them with a view to rigid economy consistent with efficiency.

You are authorized to employ the services of a clerk, whose duties will be to receive and deliver the cargoes and also to attend to the accounts of the steamer, all of which will be approved by you before being submitted to Mr. Peters.

You will confer freely and fully with Mr. Peters.

Enclosed you will receive an order on Assistant Paymaster Tredwell, C. S. Navy, at Wilmington, N. C., for £5,000 in sterling bills to defray the expenses of the steamer, and for which you will be held accountable as above indicated.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant R. H. GAYLE, Provisional Navy C. S.,
Richmond, Va.

AGENCY NAVY DEPARTMENT,
Wilmington, N. C., December 12, 1864.

SIR: Captain Burroughs has been authorized to turn over to you the command of the C. S. steamer *Stag*.

You are requested to proceed at once to get the ship in readiness for her outward cargo, and to apprise me when she is ready, in order that no time may be lost in preparing the *Stag* for sea.

I am, very respectfully, your obedient servant,

WM. H. PETERS,
Agent Navy Department.

Captain R. H. GAYLE.

AGENCY NAVY DEPARTMENT,
Wilmington, N. C., December 12, 1864.

SIR: I have to request you to render to this agency, for the information of the Navy Department, and as soon after your return as may be practicable, a statement showing your disbursements on ship's accounts, with proper vouchers, the balance in cash on hand, and, if practicable, the quantities of ship's stores unexpended and their cost. Similar statements are desired on the completion of each successive trip. It is suggested to you to take duplicate vouchers for all expenditures. On your arrival in a Confederate port, I am instructed by the honorable Secretary of the Navy to forward to the Department a copy of the cargo list and to apprise also every Department or Bureau of the Government having freight on board of their appropriate packages. In order to comply with this, I request that you will have the cargo list properly made out and delivered to me so soon as practicable on your entrance into a Confederate port.

The *Stag* is one of a number of steamers to be run under the direction of the Navy Department, and while it is the wish of the Government

that no expense should be spared in rendering these steamers thoroughly efficient, it is, for obvious reasons, greatly to be desired that the strictest economy, not inconsistent with thorough efficiency, should be observed in their management.

The service in which these steamers are to be employed will not admit of returns from their commanders in such detail as the regulations require, but it is confidently expected that the exhibits to be rendered on the completion of every round trip will be satisfactory and in sufficient detail to enable the Department to arrive at and if necessary to institute a just comparison of the expenses of the several vessels.

If at any time you need information in reference to or assistance in the preparation of your accounts, I beg you will not hesitate to call on me.

I am, very respectfully, your obedient servant,

WM. H. PETERS,
Agent Navy Department.

Captain RICHARD H. GAYLE,
Commanding Steamship Stag, Wilmington.

AGENCY NAVY DEPARTMENT,
Wilmington, N. C., December 16, 1864.

SIR: So soon as the C. S. steamer *Stag*, under your command, is in all respects ready for sea, and other circumstances, of which you are the judge, favor it, you will proceed with her to St. George, Bermuda, and on your arrival there report to Major N. S. Walker, C. S. agent, to whom your ship and cargo are consigned.

I am, very respectfully, your obedient servant,

WM. H. PETERS,
Agent Navy Department.

Captain RICHARD H. GAYLE,
Commanding Steamer Stag.

Report of Rear-Admiral Porter, U. S. Navy, regarding the capture of the blockade runners Stag and Charlotte.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off Smithville, N. C., January 20, 1865.

SIR: I have the honor to report the capture of two blockade runners—the *Stag* and the *Charlotte*—off this place last night. They are both fine vessels, and loaded with arms, blankets, shoes, etc. The *Stag* belongs to the rebel Government, and is commanded by Lieutenant R. H. Gayle, of the rebel Navy.

The *Stag* is 600 tons burden and the *Charlotte* 400 tons.

The following vessels are entitled to share in the prizes; *Malvern*, *Maratanza*, *Nansemond*, *Wilderness*, picket launch *No. 6*, and that portion of the crews of the *Monticello* and *Vicksburg* who were on shore in charge of the forts.

Both prizes have been sent to New York for adjudication.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Cushing, U. S. Navy, commanding U. S. S. Monticello.

U. S. S. MONTICELLO,
Off Fort Caswell, N. C., January 31, 1865.

SIR: In obedience to your order of the 17th instant, I proceeded to the Western Bar to ascertain the state of affairs in that quarter. On the morning of the 18th I pulled in to Fort Caswell to demand its surrender, and, finding it abandoned, hoisted a flag there, as well as on the other forts at the mouth of the harbor. I then proceeded with four men to the town of Smithville and received its surrender from the mayor, mounted rebels leaving the town at the same time. I hoisted our flag on the battery at that point, which, with the barracks and public property, was uninjured. Captured several hundred stand of rebel muskets, with some of which I armed my men, at the same time sending one sailor and four negroes in a boat for reinforcements. We held the town with three men until their arrival. The inhabitants mostly remained at their homes, and by their behavior impressed one with the idea that they had been rebels but were beaten back into loyalty. We also captured a considerable quantity of commissary stores. The next day vessels came down from above and 150 sailors were sent ashore to garrison the town, of which I retained command until relieved by the army one week after. In the meantime I sent down boats' crews and officers nightly to tend the range lights on the beach and attempt to decoy in blockade runners. On the second night we were rewarded by the arrival of two steamers, the *Stag* and *Charlotte*, that came over the bar and stopped off the wharf, signaling to Fort Caswell. Not receiving the expected answers from the fort, they were about to turn back, when they were hailed by Acting Ensign Huntington, of the *Monticello*, who told them the signal corps had been withdrawn; it was all right, to go on up to Smithville. Following this advice they fell into our hands.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant-Commander, Commanding Monticello.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

P. S.—I omitted to mention the capture of forty-four sick and wounded rebel soldiers, with the rebel surgeon and nurses in charge.

W. B. CUSHING.

Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot.

U. S. S. PEQUOT,
New Inlet, North Carolina, January 20, 1865.

SIR: I have the honor to report that on the afternoon of the 18th instant I proceeded to the town of Smithville with 14 marines and 8 men, and found Lieutenant William B. Cushing in possession of the town with some men from the *Monticello* and *Vicksburg*. Upon the morning of the 19th I proceeded to and took possession of all the enemy's works upon Smith's Island, hoisting our flag upon Battery Holmes, and taking 18 Confederate soldiers prisoners, 2 who came forward and surrendered upon our landing. I was assisted by Acting Master Arey, commanding the U. S. S. *Wilderness*, with a boat's crew from that vessel.

All the works upon Smith's Island are in good condition save a few guns dismounted; and although the enemy had destroyed large quantities of stores, much yet remains.

I am, respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Newman, U. S. Navy, commanding the U. S. S. Nyack, regarding that vessel and the U. S. S. Vicksburg.

U. S. S. NYACK,
Off Smithville, N. C., February 3, 1865.

ADMIRAL: Having seen in the New York Times of the 27th ultimo your report to the honorable Secretary of the Navy, stating that the assistance requested by Lieutenant Cushing when sent by you to the Western Bar, Cape Fear River, was not rendered by the commanders of the *Nyack* and *Vicksburg*, I would respectfully submit the following statement:

Lieutenant-Commander F. H. Baker, of the *Vicksburg*, had been confined to his cabin by sickness since my arrival on the station, December 28, 1864.

About 5:30 p. m. January 17, 1865, Lieutenant Cushing, in the *Monticello*, came off Western Bar and informed me that he had been sent by you to ascertain the condition of the forts in that vicinity. I told him that the rebels had burned barracks, storehouses, etc., and blown up and evacuated the works. He regretted that night was so near at hand, as he intended going in with a flag of truce to demand the surrender of the forts; asked for some rat-tail files, with which I am sorry to add that I was unable to furnish him. The use of the tug *Moccasin* was offered him, but rejected. I think I added that anything in our power would be done to aid.

Lieutenant Cushing left, saying that he would communicate with me when he came out in the morning. The *Vicksburg* and *Moccasin* were ordered to stay close in to the bar during the night and render any assistance required to the *Monticello.*

On the 18th, at 11:30 a. m., the *Vicksburg* passed within hail, stating that Lieutenant Cushing had found Fort Caswell abandoned, hoisted the American flag over it, and sent to Captain Baker for the armed men that could be spared. In company with the *Vicksburg* I steamed close in to the bar and two boats with landing parties were sent from her to Fort Caswell.

I received no communication from shore until ordered inside by you on the 20th.

Very respectfully, your obedient servant,

L. H. NEWMAN,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Baker, U. S. Navy, commanding U. S. S. Vicksburg, claiming share in prize steamer Charlotte.

U. S. S. VICKSBURG,
Off New Inlet, Cape Fear River, N. C., January 22, 1865.

SIR: The officers and crew of this vessel claim to be entitled to share in the proceeds of the prize steamer *Charlotte* and her cargo, captured on the morning of the 20th day of January instant, and base such claim on the following ground, viz:

On the 18th day of January, 1865, an armed force, consisting of 4 of the officers and 34 of the crew of this vessel, was sent in her boats to Fort Caswell, at the entrance to Cape Fear River, and also to the town of Smithville, situated near the mouth of that river.

They were armed with Enfield rifles, supplied with forty rounds of ammunition each, and provided with three days' rations.

They were ordered to report to Lieutenant William B. Cushing and perform any and all duties that might devolve on them, and were cautioned to look out for blockade runners.

Picket boats were nightly sent out from Smithville with lights, such as were used by the enemy as signal lights to runners, which boats were partly manned by the crew of this vessel; and from their efforts the above named steamer *Charlotte* was decoyed in over the bar and came to anchor off Smithville, where she was captured, the force from this vessel being at the time within signal distance.

The following officers were sent in charge of the boats, viz: Acting Ensigns William H. Otis and R. B. Elder, Acting Assistant Paymaster T. E. Smith, and Third Assistant Engineer A. F. Nagle.

I have the honor to be, sir, very respectfully, your obedient servant,

FRANCIS H. BAKER,
Lieutenant-Commander, Commanding U. S. S. Vicksburg.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Report of Lieutenant-Commander Upshur, U. S. Navy, regarding specie and dispatches on board the steamer Charlotte.

U. S. S. A. D. VANCE,
James River, Virginia, January 26, 1865.

SIR: I am to-day informed that one of the crew of the prize steamer *Charlotte* asserts that there was on board that vessel at the time of her capture a safe (stowed under the cargo) containing a large amount of specie; also, that her letters and dispatches were thrown overboard from the paddle box in a bag, with a pig of lead attached to sink them.

She was at anchor near Smithville, and I presume her position can be accurately ascertained.

I have the honor to be, very respectfully, your obedient servant,

J. H. UPSHUR,
Lieutenant-Commander, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Goodwin, U. S. Navy, to proceed to New York in charge of prize steamer Stag.

CAPE FEAR RIVER, *January 24, 1865.*

SIR: You will proceed with the prize steamer *Stag* to New York and deliver her to the prize commissioners, taking their receipt for the same; also report her to the district judge.

See that the hatches are battened down and the hold is not entered.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Master E. S. GOODWIN,
Prize Master, Prize Steamer Stag.

[Order of same date and like tenor to Acting Master E. W. WHITE, U. S. Navy, commanding prize steamer *Charlotte.*]

Abstract log of the U. S. S. Monticello, Lieutenant Cushing, U. S. Navy.

January 17, 1865.—At 1:30 a. m. heard a heavy explosion in by the fort. At 2:05 heard another; between 2 and 3 heard several more at the fort. At 4:50 saw two rebel steamers in the river on fire. At daylight got underway and steamed in to the flagship. At 8 came to with starboard anchor; the three boats returned bringing a lot of torpedo wire. At 5:35 p. m. arrived off the bar and saw a very large fire in Fort Caswell. At 8:50 sent the third cutter, in charge of Acting Master's Mate Charles Croton, in to reconnoiter. At 10 third cutter returned; reported having seen rebel troops on Fort Caswell.

January 18.—At 8:30 a. m. the gig went into the fort with a flag of truce, in charge of Lieutenant W. B. Cushing, commanding, accompanied by Acting Assistant Paymaster John Furey. At 9 a. m. they hoisted the American flag (the pride of the world and the terror of nations) on the rebel Fort Caswell.

January 20.—At 1 a. m. saw and heard two steamers to the N. E. Supposing them to be blockade runners, got underway and stood toward the U. S. S. *Nyack*, and informed her of the fact and requested her assistance to blockade the bar. We then stood in for the bar and at 2 anchored as near to it as possible. Could see the steamers, in by the fort. At 2:25 sent a boat in to see. At 3:20 the boat returned, reporting them inside. [Note.—These steamers were the *Stag* and the *Charlotte.*]

January 22.—At 1 p. m. the *Nansemond* went in to the blockade runner *Agnes C. Fry* on the beach. At 5 p. m. steamed slowly to the southward to blockade Lockwood's Folly Inlet.

Abstract log of the U. S. S. Nyack, Lieutenant-Commander Newman, U. S. Navy.

January 18, 1865.—At 11:30 a. m. the *Vicksburg* passed within hail with the request from Lieutenant Cushing, commanding the *Monticello* (who had raised the American flag on Fort Caswell), for a party of armed men to be sent on shore to his assistance. At 11:30 got underway and stood inshore for the bar. From 12 to 4 p. m.: Standing off and on near the bar. At 3:15 p. m. sent the second cutter in charge of Mr. Colby to sound the bar. At 5:45 cutter returned.

January 19.—At 9 a. m. a boat from the *Wilderness* landed and hoisted the American ensign on the works at Bald Head.

January 20.—At 1:20 a. m. spoke the *Monticello;* she reported that some vessels had run in under Fort Caswell. Got underway and stood in after them. At 1:40 sent first cutter armed in charge of Acting Ensign H. B. Colby to intercept them or to make a signal in case they attempted to come out again. At 4:20 Acting Ensign Colby returned with first cutter and reported that he had crossed the bar and passed up as far as Fort Caswell wharf and remained there about half an hour, when, finding the vessels did not attempt to run out again, he returned on board. From 12 to 4 p. m.: Got off the shoal and ran up to Smithville and came to anchor at 1:30 p. m. At 5:30 p. m. the *Nansemond* and *Wilderness* came down the river and came to anchor near us. The *Maratanza* made signal. Learned that the steamers that passed up the river were captured. Their names were the *Charlotte* and [*Stag*].

Letter from Rear-Admiral Dahlgren, U. S. Navy, to Rear-Admiral Porter U. S. Navy, regarding exchange of vessels.

FLAG-STEAMER HARVEST MOON,
Charleston Roads, January 21, 1865.

ADMIRAL: Captain Rolando, of the *Keystone State*, handed me yours of the 18th, yesterday about 2 p. m., just as a northeaster had set in, and it was too late that day to cross the bar, with the swell that was on.

I can very illy spare a monitor at this time, having lost the *Patapsco* and received three more, one with only a single gun, instead of four, and the *Ironsides.*

This may reduce my force too low to make the impression I should desire on the rebel batteries, if General [J. G.] Foster will undertake his part of the attack I have in view, and which I feel sure will succeed.

But I also entertain a deep interest in your concluding what you have so well begun, and therefore send one of the lightest-draft monitors that I have, on the condition, however, that you will guarantee her return to me in one week, or sooner if I send for her.

I have also to ask that you will apprise the Navy Department of this, and that you will answer for my compliance with your request.

The Secretary of the Navy informed me that he had ordered you to send me all the vessels you could spare. The *Brooklyn* has not arrived. Will you please to dispatch her to me, and any other good broadsides you may have, together with some double-enders?

I am, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding South Atlantic Blockading Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas, to assume command at Smithville.

CAPE FEAR RIVER, *January 21, 1865.*

SIR: You will obtain a pilot and proceed without delay to Smithville and take charge there, keeping the present garrison in the fort until relieved by troops.

I want all the supplies in Fort Caswell brought to Smithville, locked up, and kept for the troops when they come there. One of the small steamers will be engaged in this service in the daytime and kept ready at night to run alongside of blockade runners.

You will permit no one to go out of the town or straggle; allow no outrages to be committed or the property of the inhabitants to be interfered with. Punish anyone severely who resists these orders.

You will lie with your vessel close in to the land, clear of the sunken wreck, where blockade runners will not see you and where you can enfilade the bar.

Permit no steamers to be anchored near the point at Caswell for signals, and when seen have the boats manned and kept alongside for use. Keep the guns loaded and trained on a stranger when he comes in and sink him if he attempts to run either way. The small steamers must keep steam up at night, ready to start in chase. Make no night signals, but have the vessels get ready as a steamer passes the point.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander P. G. WATMOUGH,
Commanding U. S. S. Kansas.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk, to send picket launch to Beaufort, N. C.

FLAGSHIP MALVERN,
Off Port Fisher, N. C., January 22, 1865.

SIR: You will send picket launch *No. 3* through the sounds to Beaufort, N. C. You will give the commanding officer of the picket launch orders to procure a tow from Beaufort to this place.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commanding Navy Yard, Norfolk, Va.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Guest, U. S. Navy, regarding movements of vessels in the Cape Fear River.

CAPE FEAR RIVER, *January 22, 1865.*

SIR: You will regulate the movements of the vessels in the Cape Fear above Fort Fisher, keeping them in line and proper positions. Take charge of all picket arrangements and the picket launch.

I wish the line to move up as near Fort Anderson as is consistent with safety, and in doing so care must be taken of the torpedoes and other obstructions. Communicate with the army, and let the fleet know their positions so they may be enabled to direct their fire.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commander J. GUEST,
Commanding U. S. S. Iosco.

Instructions from Rear-Admiral Porter, U. S. Navy, to Acting Master Frost, U. S. Navy, regarding his duties as commander of guard vessel.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, off Fort Fisher, January 22, 1865.

SIR: You will assume the duties of guard ship at New Inlet, hoisting the guard flag.

Board all vessels entering and report to me daily their names, where from, cargo, and whether for Army or Navy. You will also include in your report vessel's departure and where bound. A weekly report containing the above will also be made.

In my absence the daily reports will be made to the senior officer present, and the weekly reports will be forwarded to me.

In addition to the above, you will take the duties of harbor master, keeping the channel clear of vessels, making them anchor on the one side or the other. Army transports, for the convenience of unloading, may take such positions as will best expedite their movements, but when discharged must take their anchorage free of the channel.

You will take charge of all coal for the Navy and see the vessels properly moored, and when a coal vessel is wanted see that the one that has been under charter longest is first taken. Vessels must not be permitted to coal out of any collier that may be handiest, but the above order is to be observed, and the vessel must be discharged before a full one is broached.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Master G. W. FROST,
Commanding U. S. S. Fort Donelson.

Report of Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Pequot, of an engagement of that vessel with Fort Anderson, Cape Fear River.

U. S. S. PEQUOT,
Cape Fear River, North Carolina, January 22, 1865.

SIR: I have the honor to report that in obedience to your verbal order I proceeded up this river to draw the fire of Fort Anderson, and opened with my 150-pounder rifle, firing 7 shells, all of which took effect in the enemy's work. The fort replied with two small rifle pieces, their projectiles falling close around but not striking us. After remaining for two hours within range, and the enemy not opening with other guns, I returned to my anchorage.

I observed 6 guns, evidently smoothbore, pointing down the river, protected by the ordinary sand traverses.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, of the arrival of that vessel at Hampton Roads from Wilmington, N. C.

U. S. S. COLORADO,
Hampton Roads, January 23, 1865.

SIR: I have the honor to inform the Department that I arrived at this anchorage with the *Colorado* to-day from off Wilmington, N. C., having sailed from there on the evening of the 17th instant.

The work for which we went to the coast of North Carolina having been finished by a complete victory over all the defenses of Cape Fear River, with Fort Fisher in our possession, Fort Caswell and its surrounding batteries in ruins, and our gunboats in the river, there was nothing more that could be done by the large ships. I was therefore directed by Rear-Admiral Porter to proceed to Hampton Roads and report to the Department.

I have the honor to be, sir, very respectfully, your obedient servant,

HENRY K. THATCHER,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, to send two fast steamers to the Galveston blockade.

NAVY DEPARTMENT, *January 23, 1865.*

SIR: Send two of your fastest steamers to the West Gulf Squadron for the Galveston blockade, and four light-draft steamers to Key West for the East Gulf Squadron. Advise the Department of the names of those you send. The best vessels of the *Mohican* and *Shenandoah* class are to go on foreign stations.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Wilmington.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Barnes, U. S. Navy, commanding U. S. S. Bat, to cruise inshore as far as Georgetown, S. C.

CAPE FEAR RIVER, *January 23, 1865.*

SIR: You will proceed as soon as you get a pilot, and the water will permit, around to Western Bar, Cape Fear River, and cruise along there, inshore, down as far as Georgetown, S. C., and cruise off that place and endeavor to open communication with General Sherman in case he should come there. At the same time keep a lookout for blockade runners and prevent them going into that port.

In case of capturing a prize the men will be drawn up on the quarter-deck and no one permitted to go below on pain of death.

Have all the liquors and wines on board secured and locked up. Have

all the hatches secured and sealed up and provisions taken out enough to last the voyage.

Send all prizes captured to me here.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander J. S. BARNES,
Commanding U. S. S. Bat.

Attempted passage, by the Confederate squadron, of the obstructions in Trent's Reach, James River, January 23, 24, 1865.

Reports of Commander Parker, U. S. Navy, regarding existing conditions.

U. S. MONITOR ONONDAGA,
Aiken's Landing, James River, January 23, 1865.

SIR: I have to report that I find it impossible to get the disabled vessels repaired at the Norfolk navy yard, and I ask authority to send them elsewhere for that purpose. Some of the vessels have been there several months and with no prospect that they will soon be able to return to duty.

The following vessels are now at the navy yard undergoing repairs, viz, the *Zouave*, *Mount Washington*, *Alert*, *Zeta*, *Saffron*, *Delaware*, *Gamma*, *Henry Brinker*, *Cactus*, *Seymour*. Out of all the tugs assigned to this division I have only two employed in the upper part of the river, viz, the *Alpha*, devoted to towing coal and other vessels from Hampton Roads to City Point, and the *Epsilon*, used as a mail boat from this station to City Point. The latter is in want of immediate repair. I consider that these facts are discreditable to the officers of the yard, and they do not admit of any excuse. Yesterday I received notification of an attack by the rebel rams, from Brigadier-General Rawlins, chief of staff, of which the following is a copy:

HEADQUARTERS ARMIES OF THE UNITED STATES,
City Point, Va, January 21, 1865.

We have information from Richmond that on Tuesday last an order was issued that the rebel fleet should come down the river, either pass or attack our ironclads, and attempt the destruction of City Point.

It was known in Richmond that we had only two monitors up the river, and it was supposed that their vessels would be numerous or strong enough for the attempt, it being claimed that now, in the absence of the larger part of our iron fleet, was the opportunity for their own; that upon the return of our ironclads, theirs could be permanently shut up in the upper part of the river, and that even if the movement resulted in the loss of their vessels, it could be no worse than what would eventually be the case, and might inflict incalculable damage upon us. There is no doubt that this order was given, but why it has not been carried out is unexplained. It would be well that you exercise more than usual vigilance to defeat any plan the rebels may have in contemplation in the river.

I am, very respectfully, your obedient servant,

JOHN A. RAWLINS,
Brigadier-General and Chief of Staff.

Commander of Monitor ONONDAGA,
James River.

I would respectfully request that more monitors may be sent to me if they can be spared from other duty. I have requested Brigadier-General Rawlins not to allow the flag-of-truce boat to land the rebel prisoners opposite our vessel. A few days ago 600 rebels were landed at Aiken's Landing, a few yards distant from the *Onondaga*, giving

MAP
OF THE
JAMES RIVER
FROM
CHAFFIN'S BLUFF
TO
CITY POINT
From surveys by the Engineer Corps, U.S.A.
STATUTE MILES
UNION LINES
CONFEDERATE LINES
Newmarket Road
Battery Wilcken
Four Mile Cr.
Bailey's Cr.
River Road
MALVERN HILL
Deep Bottom
Johnson's
Pontoon Bridge July 27-64
Signal Station
Three Chimneys
FORT HARRISON
FORT BURNHAM
Varina Road
Three Mile Cr.
Wilton Farm
Osborne Turnpike
CHAFFIN'S BLUFF
DRURY'S BLUFF
Kingsland Reach
Kingsland Cr.
Kingsland Road
Boulware's
Jones' Neck
Strawberry Plains
Tilghman's Farm
Carter's
Haxall's
Turkey Island
Torpedo House
FORT BRADY
Signal Station
Battery Brooke
Graveyard
VARINA
Cox's Landing
Aiken's
Allen's
Curles Neck
Richmond and Petersburg Turnpike
G. Gregory
Howlett's Farm
Dutch Gap Canal
Battery Semmes
Osborne
Battery Sawyer
Farrar's Island
Battery Wood
Trents Reach
Obstructions
Battery Spofford
Battery Parsons
Battery Wilcox
Friend
Battery Dantzler
Howletts
Watkins
Shirley
BERMUDA HUNDRED
Bishops
FORT DRAKE
FORT CARPENTER
RICHMOND AND PETERSBURG R.R.
CHESTER STATION
FORT GREGG
Battery Anderson
FORT DUTTON
FORT WEAD
JAMES RIVER
CITY POINT
FORT ZABRISKIE
Signal Station
POINT OF ROCKS
APPOMATTOX RIVER
Jordan's Pt. Light House
PORT WALTHALL
FORT CONVERSE
Nanley Pt.
JULIUS BIEN & CO LITH N.Y.

them a close view of the vessel, and of our methods of drill and exercise. They remained here several days before they went to Richmond; all this was highly objectionable.

I most respectfully ask for instructions concerning the deadlock at Norfolk navy yard. Can anything be done to get the vessels of this division back to duty in James River.

I have just received a telegram from City Point, Va., as follows:

Please inform me what is the condition of the river obstructions above you. Do you consider your naval force sufficient to prevent the possibility of the enemy's gunboats coming down, should they make the attempt during high water? If anything is to be done in the way of placing obstructions, I will give you any assistance required. Please let me know at once, as the steps, if required, should be taken at once.

JOHN GIBBON,
Major-General Volunteers, Commanding.

Commander WILLIAM A PARKER,
Commanding Fifth Division

Thus you will perceive that the army officers expect an attack from the enemy very soon.

My answer by telegraph to the above dispatch was as follows:

The condition of the river obstructions above us is bad; they were washed away by the freshet. I do not consider our naval forces sufficient to prevent the possibility of the enemy's gunboats coming down at high water, should they make the attempt. I believe it to be impossible to replace the obstructions unless Howlett's battery be first captured.

WM. A. PARKER,
Commander, Commanding Fifth Division.

After some deliberation I considered that the telegram was rather too strong, and sent Chief Engineer Henderson in the *Don* to explain that we could do something in the night toward making the obstructions impassable.

The rams will no doubt make a desperate attack on our vessels at the next freshet, if the water rises sufficiently to allow them to pass. The rebels do not expect them to return, but that the rams will be eventually captured or destroyed by our forces. I enclose herewith a requisition from Chief Engineer Henderson, of this vessel, for a small steam engine for the workshop at Aiken's Landing, which will cost $1,500, as I am informed. I highly approve of this suggestion.

Very respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

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U. S. MONITOR ONONDAGA,
Aiken's Landing, James River, Virginia, January 23, 1865.

SIR: I have to report that two tugs have been detached from this squadron by the honorable Secretary of the Navy and ordered to the Potomac Flotilla, as follows:

NAVY DEPARTMENT, *January 17, 1865.*

SIR: Send the *Heliotrope* and one of the picket boats to St. Inigoes, Md., with instructions to report to Commander F. A. Parker for duty in the Potomac Flotilla.

Very respectfully,

GIDEON WELLES.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

The *Heliotrope* and *Clinton* were sent accordingly. The order was delivered to me by Lieutenant-Commander Eastman, commanding U. S. S. *Don*, which arrived here yesterday morning. These boats are very much wanted here, but as the order was peremptory, I did not feel justified in withholding them.

In the meantime I have a plenty of tugs at the navy yard, but I have not been able to get them up here.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, off Wilmington, N. C.

Letter from Commander Parker, U. S. Navy, to Major-General Gibbon, U. S. Army, commanding at City Point, suggesting measures of protection.

U. S. MONITOR ONONDAGA,
Aiken's Landing, James River, January 23, 1865.

I would respectfully recommend that the batteries commanding Trent's Reach and the obstructions should be immediately reinforced with heavy guns, and that more vessels be sunk in the night near the obstructions; also that some large torpedoes be sunk in the river near them. I have given the orders to Professor Maillefert to sink the torpedoes as soon as possible.

I am, sir, respectfully, your obedient servant,

WM. A. PARKER,
Commander, Comdg. Fifth Division North Atlantic Squadron.

Major-General JOHN GIBBON,
Commanding U. S. Volunteers, City Point, Va.

[Telegram.]

U. S. SHIP ST. LAWRENCE,
Off Norfolk, Va., January 24, 1865.

The Bureau of Ordnance can not furnish the torpedoes required, and desires to be informed whether those on board the *Stromboli* or those captured from the rebels will not answer.

D. LYNCH,
Commander and Inspector of Ordnance.

Commander W. A. PARKER, U. S. Navy,
Comdg. Fifth Division North Atlantic Squadron,
Headquarters Army of the James.

[Telegram.]

HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA,
January 24, 1865—3:30 a. m.

Two of the enemy's ironclads have passed down the river. Have your command in readiness in case an attack on your front is made.

JNO. W. TURNER,
Brigadier-General and Chief of Staff.

General DEVENS,
Commanding Twenty-fourth Army Corps.

[Telegram.]

CITY POINT, VA., *January 24, 1865.*
(Received 9 : 25 a. m.)

The enemy's ironclads came down below the obstructions this morning and returned to the neighborhood of Howlett's before daylight. Since their return there has been a heavy explosion about the obstructions. There are three of these ironclads in view, and I am inclined to believe they will make an effort to get down here to destroy our stores. Will you please order up the gunboats now about Fort Monroe with orders that they shall not stop for night or other cause until they reach the front now occupied by our gunboats.

U. S. GRANT,
Lieutenant-General.

Hon. G. V. FOX,
Assistant Secretary Navy.

[Telegram.]

CITY POINT, VA., *January 24, 1865.*

If the rebel rams do not come down to-night I think everything will be safe before to-morrow night. I expect but little assistance, however, in case of an attack, from the navy under Captain Parker. I have been compelled to take the matter in my own hands to get vessels to the front, ordering by direction of the Secretary of the Navy. I know no reason why the torpedo boat did not attack. As I understood, the rebel rams ran our batteries to the obstructions, and then leisurely removed and blew them up, only opposed by a little infantry from the shore. When I sent up before daylight Captain Parker had removed the monitor to below the pontoon bridge. To night I understand he has hauled down the river, leaving what obstructions still remain to be removed without opposition from him. I have sent an urgent appeal for him to go back. I have been busy all day getting up material to renew the obstructions, and army officers are now at it.

U. S. GRANT,
Lieutenant-General.

Hon. G. V. FOX,
Assistant Secretary of the Navy.

Special order from Lieutenant-General Grant, U. S. Army, regarding movements of the gunboats.

CITY POINT, VA., *January 24, 1865.*

All gunboats now in the James River above City Point will immediately proceed to the front above the pontoon bridge, near Varina Landing. This order is imperative, the orders of any naval commanders to the contrary notwithstanding.

By authority of the Secretary of the Navy:

U. S. GRANT,
Lieutenant-General.

Special Orders to GUNBOAT COMMANDERS.]

[Telegram.]

CITY POINT, VA., *January 24, 1865—6 p. m.*

I have been unable to get Captain Parker, by requesting, to assemble his gunboats near the obstructions in James River; he seems helpless.

I have now sent orders directly to commanders of vessels, and respectfully request that you will sustain this course. Please direct during present emergency my orders be obeyed.

U. S. GRANT,
Lieutenant-General.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

CITY POINT, VA., *January 24, 1865.*

Please inform me what vessels you have at the front. At this juncture of affairs all the vessels you can control should be got immediately to the front, or, at least, above the large amount of public stores accumulated for the subsistence of the army and navy. The delay of the last few days in preparing for a visit from the enemy, which I found on my return to this place yesterday had been expected, was providentially prevented from proving fatal to us. It would be better to obstruct the channel of the river with sunken gunboats than that a rebel ram should reach City Point.

U. S. GRANT,
Lieutenant-General.

Captain PARKER,
Commanding Naval Flotilla James River.

[Telegram.]

CITY POINT, VA., *January 24, 1865.*

What fleet have you collected or ordered to the front? You ought to have every gunboat you can get in the river up with you. Should the enemy attempt to come down the river it is your duty, in view of the large amount of stores here, to attack with all the vessels you have, using your vessels as rams as well as batteries, even at the expense of half the boats you have got. I will send vessels up the river under an engineer officer who will place them in position for sinking to obstruct the channel.

U. S. GRANT,
Lieutenant-General.

Captain PARKER,
Care General Gibbon.

[Telegram.]

AIKEN'S LANDING, *January 24, 1865.*

Your dispatch of the 24th just received. The names of the vessels at the front are as follows: *Onondaga*, *Massasoit*, and *Hunchback*, below Dutch Gap; *Commodore Morris*, at Turkey Bend; *Eutaw*, at Deep Bottom; *Daylight*, New Market road; *Miami*, City Point; *General Putnam* and *Commodore Barney*, at the Appomattox River. Several others are at the Norfolk navy yard undergoing repairs and expected to return in a few days. I will endeavor to get still more vessels to the front as you request.

WM. A. PARKER,
Commanding Fifth Division North Atlantic Squadron.

Lieutenant-General GRANT,
Commanding Armies of the United States.

[Telegram.]

NAVY DEPARTMENT, *January 24, 1865.*

You have sent no reports to the Department. What force have you at the front? Where is the *Spuyten Duyvil* torpedo boat? Have the enemy's boats come down so you can attack them? Put yourself in communication with Lieutenant-General Grant and act accordingly, reporting to this Department direct, daily.

GIDEON WELLES,
Secretary.

Commander WM. A. PARKER,
Senior Naval Officer, City Point, Va.

[Telegram.]

WASHINGTON, *January 24, 1865.*

The President just sent for me and suggested that Admiral Farragut should go down to James River, and leaves for Annapolis in an hour. Before that I had ordered Commodore Radford, of the *Ironsides*, to go up and take command in the James River. He will be there to-morrow afternoon. Captain Parker will be removed to-night if you desire it. The *Saugus* has been sent for to return at once to James River. The *Atlanta* goes up at daylight, and any and all wooden boats at Norfolk. The *Roanoke*, ironclad frigate, stationed at Point Lookout, has been ordered to Hampton Roads. The *Rhode Island* is placed at your service at Hampton Roads, and if you do not go for three or four days, I think I can get off. I can not understand why the torpedo boat did not attack. Do you know any reasons?

G. V. FOX,
Assistant Secretary of the Navy.

Lieutenant-General GRANT.

[Telegram.]

WASHINGTON, *January 24, 1865.*

I will send an order now removing Commander Parker. The next in rank is, I think, Commander Nichols, a fair officer. If you deem it unadvisable you can withhold the order. I will go with you Thursday, unless I notify you to the contrary to-morrow. The Secretary of War will send me over to Annapolis in the evening.

G. V. FOX,
Assistant Secretary of the Navy.

Lieutenant-General GRANT.

[Telegram.]

NAVY DEPARTMENT, *January 24, 1865.*

SIR: You are hereby detached from the command of the James River Division, and you will immediately transfer to the next officer in rank your command, and proceed to Hampton Roads and report to the Department by telegraph.

GIDEON WELLES,
Secretary.

Commander WILLIAM A. PARKER,
Comdg. James River Division, N. A. B. Squadron, City Point, Va.

[Telegram.]

CITY POINT, VA., *January 24, 1865.*
(Received 10 p. m.)

Commander Nichols will no doubt do. I will advise you as soon as I know it will be safe for me to leave. It will not be earlier than Thursday morning.

U. S. GRANT,
Lieutenant-General.

Assistant Secretary FOX.

[Telegram.]

HEADQUARTERS ARMY OF THE JAMES, *January 24, 1865.*
(Received 10:15 a. m., 25th.)

I have to report that I have been relieved from the command of the James River Division. I will be at City Point to-morrow morning.

WM. A. PARKER,
Commander.

Lieutenant-General GRANT.

[Telegram.]

FORT MONROE, VA., *January 24, 1865—3 p. m.*

Commander Parker has this moment reported that the rebel rams have passed the obstructions in James River.

I have sent the officer* to report to Commodore Radford, at Norfolk, requesting that the *Ironsides* may be sent immediately to Newport News, and have ordered the *Atlanta* to the same place.

JOSEPH LANMAN,
Commodore, Ship Minnesota.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *January 24, 1865.*

Send all the ironclads within your reach immediately up James River. Answer.

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERRIEN,
Commandant Naval Station, Norfolk, Va.

[Telegram.]

NAVY DEPARTMENT, *January 24, 1865.*

Send any of your wooden gunboats up the James River. Where is the *Mahopac* (monitor)? Can not she go? Have the *Rhode Island* ready Thursday, and to await orders.

GIDEON WELLES,
Secretary.

Captain J. M. BERRIEN,
Commandant Navy Yard, Norfolk, Va.

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* See p. 643.

[Telegram.]

NAVY DEPARTMENT, *January 24, 1865.*

General Grant reports the rebel rams below the obstructions. You do not say what ironclads can be sent up to attack them. Let there be no delay. Where is the torpedo boat *Spuyten Duyvil?*

GIDEON WELLES,
Secretary.

Captain J. M. BERRIEN,
Commandant Navy Yard, Norfolk.

[Telegram.]

WASHINGTON, *January 24, 1865—8 p. m.*

Proceed up James River with all possible dispatch and assume command of James River Division. If your vessel will not go up, leave her and take command at the front, reporting to Lieutenant-General Grant.

GIDEON WELLES,
Secretary Navy.

Commodore WM. RADFORD,
Commanding Ironsides, Hampton Roads or Newport News.

[Telegram.]

NORFOLK, *January 24, 1865—8:45 p. m.*
(Received 9 p. m.)

All ready; shall leave at early daylight. *Saugus* is on her way to Washington. Please send her.

WM. RADFORD,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

CITY POINT, VA., *January 24, 1865.*

Please inform me what ironclads you can send up the river, and how soon the first will start. They should run night and day until they reach their destination.

U. S. GRANT,
Lieutenant-General.

Captain J. M. BERRIEN, U. S. Navy,
Norfolk, Va.

[Telegram.]

NORFOLK, VA., *January 24, 1865.*

Telegram received. The *Atlanta* will be sent at once, and the *Ironsides* will follow. *Dictator* not available.

J. M. BERRIEN,
Commandant Naval Station.

Lieutenant-General GRANT.

[Telegram.]

FORT MONROE, *January 24, 1865—9 p. m.*
(Received 9:10 p. m.)

Your dispatch of 6 p. m. is received. I have sent the *Atlanta* to proceed up James River as far as possible and report to General Grant. I have also sent your morning telegram to Captain Berrien, commanding navy yard, for the *Ironsides* to go to Newport News. I will, however, immediately forward this dispatch to Commodore Radford, commanding *Ironsides*. Torpedo boat *Spuyten Duyvil* is, I believe, in James River. Admiral Porter has ordered her to be ready to go to sea.

JOSEPH LANMAN,
Commodore, Comdg. Second Div. North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

CITY POINT, VA., *January 24, 1865.*

If it is possible for you to get over the bar at Harrison's Landing, please run up the river to the extreme point now occupied by our gunboats. I enclose you copy of a dispatch from the honorable Secretary of the Navy. The importance of having your vessel above is so great that I request you will make the effort to cross the bar at the expense of grounding your vessel. Lest you may not have a good pilot for the upper river, I send one with the steamer carrying this.

U. S. GRANT,
Lieutenant-General.

THOS. J. WOODWARD,
Commanding Gunboat Atlanta.

[Telegram.]

WAR DEPARTMENT,
January 24, 1865—9:10 p. m.

Admiral Farragut is ordered to City Point, and will start for Annapolis as soon as an extra train can be had. In the meantime Parker has been removed and Radford ordered to take command of the fleet.

EDWIN M. STANTON,
Secretary of War.

Lieutenant-General GRANT.

[Telegram.]

CITY POINT, *January 24, 1865.*
(Received 9:40 p. m.)

I shall be truly glad to see Admiral Farragut, but in the present emergency he can be of no service, nor can Captain Radford, though let him come. There would be no difficulty about getting commanders of vessels where you want them.

U. S. GRANT,
Lieutenant-General.

Captain FOX.

[Telegram.]

WASHINGTON, *January 24, 1865.*

The *Ironsides* and *Atlanta* have both started up James River. The former, on a draft of 16 feet, ought to reach City Point; the latter is less. The *Saugus* started from Norfolk for this place, but was sent for to-day. I do not understand where our torpedo boat is. She ought to dispose of all the rams if they come below the obstructions. The *Rhode Island*, one of the fastest and best ocean steamers, will be at the roads ready for you Thursday morning. I can not tell until to-morrow whether I can get off; we are frozen up here. Will telegraph in the morning.

G. V. FOX,
Assistant Secretary.

Lieutenant-General GRANT.

Captain Fox is waiting for an answer; so says telegraph operator.
E. S. PARKER.

[Telegram.]

CITY POINT, VA., *January 25, 1865—11 a. m.*
(Received 1 p. m.)

The rebel fleet ran up the river last night, and this morning passed our upper batteries, thus showing present danger to be at an end. I will leave here at 10 a. m. to-morrow for Cape Fear River. Hope you will be able to go.

U. S. GRANT,
Lieutenant-General.

Hon. G. V. FOX,
Assistant Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *January 25, 1865.*

The disposition of naval vessels at the roads which can not go to the front is left to the senior officer.

GIDEON WELLES,
Secretary.

Commodore LANMAN, U. S. Navy,
Commanding Minnesota, Hampton Roads, Virginia.

[Telegram.]

CITY POINT, VA., *January 25, 1865.*

I will send officers to-night to complete the obstructions in the river. Please give them assistance and protection from the navy.

U. S. GRANT,
Lieutenant-General.

Captain BLAKE, U. S. Navy,
Monitor Onondaga, Jones's Landing.

[Telegram.]

HEADQUARTERS ARMY [OF THE] JAMES,
January 25, 1865—7 a. m.

SIR: Your telegrams of 7:30 p. m. and 10 p. m. received.

The force at the front is as follows: *Onondaga*, *Massasoit*, *Hunchback*, torpedo boat *Spuyten Duyril*, launch *No. 4*, and two tugs; *Commodore Morris*, at Turkey Bend; *Eutaw*, at Deep Bottom; *Daylight*, at New Market road; *Miami*, at City Point; *Dawn*, at Harrison's Bar; and *General Putnam* and *Commodore Barney* at the Appomattox River. We attacked the enemy's gunboats yesterday and drove them back, two ironclads and Howlett's battery. I shall proceed to Hampton Roads to-morrow morning.

WM. A. PARKER,
Commander, etc.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

FORT MONROE, [*January*] *25, 1865.*

SIR: I am relieved from the command of the James River Division North Atlantic Squadron. If you are the senior officer you will please to proceed to Aiken's Landing and assume command.

WM. A. PARKER,
Commander, U. S. Navy.

Commander E. T. NICHOLS,
U. S. S. Mendota, James River.

Report of Captain Sands, U. S. Navy, transmitting information from Commodore Lanman, regarding the reported movement of Confederate rams down the river.

U. S. S. FORT JACKSON,
Off New Inlet, Cape Fear River, January 26, 1865.

ADMIRAL: I received the enclosed note from Commodore Lanman as I was passing the *Minnesota* on my way out of Hampton Roads, at 6:30 a. m. yesterday (Wednesday). The rebel rams had been reported as moving down the river the day before, by the arrival of the *Don*, which was sent down by Commander Parker with dispatches for you asking for assistance; and Commodore Lanman ordered the *Ironsides* and *Atlanta* up the river. The latter was underway, standing up river at 3 p. m. Tuesday, 24th. The *Saugus* had gone up to Washington early that day. The enclosed note is subsequent to Commander Parker's dispatches.

I have 140 men from the *Colorado*, *Brooklyn*, and *Wabash* for the fleet, several officers as passengers, packages for the *Malvern*, 700 30-pounder shell fuzes, and 22 barrels of powder for the fleet; also, a mail for the army.

Respectfully, etc., your obedient servant,

B. F. SANDS,
Captain.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

[Enclosure.]

U. S. S. MINNESOTA,
Hampton Roads, Virginia, January 25, 1865.

ADMIRAL: It is proper to inform you that at 1 p. m. yesterday Lieutenant-Commander Eastman, of the *Don*, came on board, stating that he had important dispatches for you from Commander Parker, James River, with orders to proceed immediately to Fort Fisher to deliver them.

He informed me that the rebel ironclad rams had passed the obstructions at Dutch Gap, and that Commander Parker desired assistance. Captain Sands being at that time in my cabin, and would sail immediately upon receiving a draft of men from the *Colorado* (I presume in a few hours), I transferred the dispatches to Captain Sands and ordered Lieutenant-Commander Eastman to proceed to Norfolk immediately and report to Commodore Radford, of the *Ironsides*, the state of affairs in James River, with the request that the *Ironsides* should proceed as soon as possible to Newport News. I immediately dispatched the *Atlanta* to proceed 8 or 9 miles above Newport News.

At 6 p. m. Lieutenant [W. M.] Dunn, aid to General Grant, came on board, stating that General Grant desired the *Atlanta* to proceed to Dutch Gap, and I at once gave orders for the commander of the *Atlanta* to report to Lieutenant-General Grant, and at the same time reported my action to the Secretary of the Navy. At 8 p. m. I received the following telegram, dated Washington [January 24], 6 p. m.:

Send the *Ironsides* and *Atlanta* to City Point. There is the danger among the transports, not at Newport News. I trust no navy officer will fail to attack the enemy without waiting for him. Where is the torpedo boat *Spuyten Duyvil?*

GIDEON WELLES, *Secretary.*

Commodore JOS. LANMAN,
Senior Officer, Hampton Roads, on board Minnesota.

I dispatched the above telegram immediately to Commodore Radford, with our pilot, to find the *Ironsides*, as I presumed she had left her anchorage off Town Point.

At 10 p. m. I received the following dispatch from General Grant:

CITY POINT, *January 24, 1865.*

Two rebel rams passed the obstructions before daylight this morning, but went back again. Your vessels can be of service, and I was in hopes some of them were on the way so as to arrive here during the night.

U. S. GRANT,
Lieutenant-General.

Commodore JOSEPH LANMAN,
Hampton Roads.

At daylight I ordered the *A. D. Vance* and *Mendota* to proceed immediately to City Point and report to the senior officer present or General Grant, the *Vance* to return to the roads as soon as her services in the river could be dispensed with.

JANUARY 26, 1865.

Yesterday morning the *Rhode Island* was dispatched to recall the *Saugus*. The *Saugus* went up James River this morning. The *Rhode Island* is in Hampton Roads waiting to receive Lieutenant-General Grant, agreeable to the order of the honorable the Secretary of the Navy. Am just informed that Assistant Secretary of the Navy, Mr. Fox, will accompany him.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Div. North Atlantic Squadron, and Senior Officer Present.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Commander Parker, U. S. Navy, regarding results expected.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Cape Fear River, January 26, 1865.

SIR: The orders I sent you regarding detachments of vessels for other points are revoked, and the torpedo boat will be detained at the Gap. I would like nothing better than to have the rams and rebel gunboats come down, with the force you have now with you on the river. I should certainly expect a report that they had all been destroyed if that torpedo boat is what she professes to be, and not a humbug, as I have found all such contrivances. You should be able to whip the whole rebel Navy. Your little torpedo boats should be able to whip a ram apiece, and if my instructions are carried out they will always be in readiness. What you have most to apprehend are floating torpedoes, which you must avoid by getting booms ahead of your vessels.

I should be very much disappointed if any vessel of your division budges an inch downstream owing to any rebel ram.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
Commanding Fifth Division, James River.

Order of Rear-Admiral Porter, U. S. Navy, to the senior officer in Hampton Roads, regarding the U. S. S. Spuyten Duyvil.

CAPE FEAR RIVER, *January 26, 1865.*

SIR: If the torpedo boat *Spuyten Duyvil* is now in Hampton Roads, you will send her right up James River to report to Commander Parker.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

SENIOR NAVAL OFFICER,
Hampton Roads, Virginia.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Parker, for the detention of the U. S. S. Spuyten Duyvil.

CAPE FEAR RIVER, *January 26, 1865.*

SIR: I hear that the obstructions are washed away in the James River. Under the circumstances you will detain the *Spuyten Duyvil.*

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER,
Commanding Fifth Division, James River.

Report of Commander Parker, U. S. Navy, regarding complaints of his conduct made by Lieutenant-General Grant, U. S. Army.

HAMPTON ROADS, VA., *January 26, 1865.*

SIR: In obedience to your order of the 24th instant, I arrived here yesterday afternoon at about 4 o'clock and reported by telegraph.

Lieutenant-General Grant informed me that he had asked to have me removed from the command of the James River Squadron for the following reasons, viz: I had not collected a sufficient number of vessels at the front, and that I had allowed the obstructions in the river to be removed by the freshet without reporting the fact to him.

With regard to the first complaint, I can prove that I have constantly endeavored to have more vessels sent to me. I have written many letters to Rear-Admiral Porter, to Captain J. M. Berrien, commandant of the Norfolk navy yard, to the naval constructor, Mr. Hanscom, and to the chief engineer, Mr. Zeller, urging them to send me more vessels; and finding that there was a deadlock at the navy yard, I sent the U. S. S. *Don* to communicate with Rear-Admiral Porter and ask him to send me more vessels at once. This I thought the quickest way to get the monitors up the river to the front. I can produce copies of these letters for the inspection of the Navy Department.

I had the obstructions in the river examined after the freshet, and the officer reported that, although they had been injured, they were not passable for an ironclad.

I was not aware that General Grant was dissatisfied with me until I received your telegraphic order detaching me from the command.

I pray that you will order an investigation of the facts.

I kept the monitor *Onondaga* out of range of the enemy's batteries by direction of Rear-Admiral Porter, but when the rebel ironclads came down in sight I attacked them and Howlett's battery. We struck the rebel ironclads several times and they withdrew from the fight and went up the river. We were assisted by our batteries on shore.

I shall be most happy to return to my command in the James River or be otherwise employed.

Nearly all the vessels in James River are in want of repairs, which I have reported to Rear-Admiral Porter several times.

I humbly trust that the Department will allow me the opportunity to prove that I have done my duty.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

CITY POINT, VA., *January 26, 1865.*
(Received 12:30 p. m.)

SIR: I have the honor to report my arrival at 10 a. m. this morning, and have reported to General Grant, as ordered.

WM. RADFORD,
Commodore.

Hon. GIDEON WELLES.

[Telegram.]

HEADQUARTERS ARMY [OF THE] JAMES,
January 26, 1865—5 p. m.
(Received 7:30 p. m.)

Arrived here last night. The *Onondaga*, *Spuyten Duyvil*, *Hunchback*, and torpedo launch *No. 1* just below obstructions.

Two schooners, coal laden, were sunk last night where the ram broke through. The rams are reported at their old anchorage near Fort Darling. The *Atlanta* arrived this morning, and is now aground. As soon as she is afloat she will go to the extreme front. The *Ironsides* is above City Point, on her way up.

I have with me the *Miami*, *Massasoit*, *Eutaw*, and *Commodore Morris*. The engineers in charge of the *Spuyten Duyvil* and launch are both absent; their presence is needed immediately.

E. T. NICHOLS.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

HEADQUARTERS ARMIES OF THE UNITED STATES,
January 26, 1865.

SIR: Your telegram of the 25th. All appears to be right. Radford is at his post with ample force. Things do not look well for Parker.

D. G. FARRAGUT,
Vice-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

U. S. S. NEW IRONSIDES,
City Point, January 27, 1865.
(Received 12:05 p. m.)

I returned from obstructions at midnight with Admiral Farragut, who has left in the *Don* for Annapolis. A deserter informed General Ord that some torpedo boats were in Jones Creek, nearly opposite Newport News. The frigates at Hampton Roads could send a boat expedition and capture the party. General Shepley, at Norfolk, if consulted, might have useful information.

WM. RADFORD,
Commodore.

Hon. G. WELLES.

[Telegram.]

WASHINGTON, *January 27, 1865.*

Have investigated the absence of engineer from *Spuyten Duyvil* and launch and report.

GIDEON WELLES,
Secretary Navy.

Commodore RADFORD, U. S. Navy.

Report of Commodore Radford, U. S. Navy, regarding the retention of certain vessels.

U. S. S. NEW IRONSIDES,
Bermuda Hundred, January 27, 1865.

SIR: I have the honor to report that in obedience to orders from the Secretary of the Navy, I took command of the James River flotilla,

and in view of the difficulties here it is absolutely necessary that the *Hunchback*, *Massasoit*, and *Spuyten Duyvil* should be retained in the division for the present.

I am ordered by the honorable Secretary of the Navy to telegraph daily the affairs in the division, and have done so in regard to the detention of aforesaid vessels.

Very respectfully, your obedient servant,

WM. RADFORD,
Commodore, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Lieutenant Sumner, U. S. Navy, commanding U. S. S. Massasoit.

U. S. S. MASSASOIT,
James River, Virginia, January 24, 1865.

SIR: I have the honor to submit the following report of the part taken by this vessel in the action of to-day:

At 9:50 a. m. I received the order to get underway and proceed up the river, prepared for action. At 10:08 a. m. was underway, and, passing the U. S. S. *Hunchback*, took station astern of the U. S. S. *Onondaga* and proceeded up within range of the swamp and Howlett house batteries. At 10:12 beat to quarters and prepared the ship for action. At 10:35 opened fire upon the swamp and Howlett house batteries. At 11:55 a. m. ceased firing and dropped down below Dutch Gap Canal and went to dinner. At 12:16 p. m. came to anchor off Aiken's Landing astern of the U. S. S. *Onondaga*. Being for the greater part of the time very nearly abreast of the Crow's Nest battery, of which the enemy have very accurate range, we were struck several times by shot and shell, but sustained no serious injury. Too much credit can not be given to the officers and crew for the manner in which they conducted themselves during the action. It being the first action the crew ever participated in, they deserve special commendation, acting, as they did, like veterans. Our list of wounded amounts to five. For full particulars of wounded and injuries received I would most respectfully refer you to the enclosed reports of the surgeon, chief engineer, boatswain, and carpenter. Injuries in the sailmaker's department are entirely unimportant. At the first start there was a slight difficulty with the engine, which detained us a few moments.

I am, sir, very respectfully, your obedient servant,

G. WATSON SUMNER,
Lieutenant, Commanding pro tem.

Commander WM. A. PARKER,
Commanding Fifth Division, North Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. MASSASOIT,
James River, January 24, 1865.

SIR: The following is a list of the wounded in the engagement of to-day:

William Mosher, seaman; in head and back, serious.
Charles Fogarty, landsman; in shoulder, slight.
William G. Hudson, landsman; in right breast, serious.

James S. H. Black, landsman; contusion, slight.
Horace H. Randall, boy; contusion, slight.

Very respectfully, your obedient servant,

JNO. R. LATSON,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant G. W. SUMNER,
Commanding.

U. S. S. MASSASOIT,
James River, Virginia, January 24, 1865.

SIR: I have the honor to report that during the action of this day the following injuries have occurred to the machinery of this vessel:

One of the arms of the starboard wheel cut entirely in two, the shot afterwards striking the cast iron bracket supporting the shaft, breaking out a piece about 10 inches in diameter, driving it into the timbers, and so bulging out the planking on the inside as to break off some of the connections of the distilling apparatus.

I am in hopes to be able to supply the ship with fresh water until an officer can be sent to Norfolk and obtain the required pipe to repair it.

The escape steam pipe was cut by a piece of shell, but that is already repaired.

The department is ready for action.

I am, very respectfully, your obedient servant,

LEVI R. GREEN,
Senior Engineer.

G. WATSON SUMNER, U. S. Navy,
Lieutenant and Executive Officer, U. S. S. Massasoit.

U. S. S. MASSASOIT,
Aiken's Landing, James River, January 24, 1865.

SIR: I have respectfully to report that during the engagement this morning the elevating screw of the forward 100-pounder Parrott rifle was broken.

Very respectfully, your obedient servant,

WM. B. JARVIS,
Acting Gunner.

Lieutenant G. W. SUMNER,
Commanding Massasoit.

U. S. S. MASSASOIT,
James River, Virginia, January 24, 1865.

SIR: I have the honor to report the following injuries received in the boatswain's department during the action of the day: Starboard lower boom topping lift shot away, also three ratlines of starboard forward rigging, a portion of the port forward boarding netting, and the port forward sheer pole.

Respectfully submitted.

D. H. THAYER,
Chief Boatswain's Mate.

Lieutenant G. W. SUMNER,
Executive Officer.

U. S. S. MASSASOIT.
James River, Virginia, January 24, 1865.

SIR: I have the honor to report the following injuries received in the carpenter's department of this vessel during the action of to-day:

1. Shot through bulwarks, forward of the port forward pivot gun's ports.

2. Shot passed through the launch, cutting in two six oars and two boat hooks, carrying away the boom stretcher and passing through the opposite hammock nettings.

Foremast slightly damaged by fragment of shell, 10 feet below top; starboard fore yardarm slightly damaged by shell.

One arm of starboard paddle wheel cut in two, and a piece about 10 inches in diameter was cut out of the cast-iron support for shaft and driven into the ship's side.

Respectfully submitted.

GEO. SWERDNA,
Carpenter's Mate.

Lieutenant G. W. SUMNER,
Executive Officer.

Abstract log of the U. S. S. Massasoit, Commander R. T. Renshaw, U. S. Navy.

January 24, 1865.—At 2:45 a. m. the *Onondaga* slipped her chain and went down below the pontoon bridge and came to anchor. At 3 slipped our chain and stood up and down the river. From 4 to 8 a. m.: Ship underway running up and down the river above the pontoon bridge. At 5:30 mail tug came down the river. Heavy firing along the front. At 6:45 heard the sound of a heavy report up the river. Picket boat returned and reported a rebel ram below the obstructions. At 7:15 steamed up to our anchorage, got our chain, and banked fires. At 7:30 picket boat and ironclad torpedo boat *Stromboli* came down the river, reported one of the rebel steamers blown up. At 8:30 the *Hunchback* came up the river. Received a torpedo from the *Stromboli*. At 9:30 the *Onondaga* got underway and proceeded up the river. At 9:50 received orders to proceed up the river and prepare for action. At 10:08 got underway and stood up the river and took our station astern of the *Onondaga*, within range of Howlett's house and swamp batteries. At 10:12 beat to quarters and prepared ship for action. At 10:35 opened fire upon the swamp and Howlett house batteries. While engaged with the batteries we were struck 8 times by the enemy's shot and shell. Sustained no serious injury. One shell wounded 5 of our men. At 11:55 ceased firing and dropped out of range. At 12:15 p. m. came to anchor and beat the retreat. At 1:15 the *Onondaga* and torpedo boats came down the river and anchored.

Report of Commodore Radford, U. S. Navy, transmitting report of Lieutenant-Commander Blake, U. S. Navy, while in temporary command of James River Division.

U. S. S. NEW IRONSIDES,
Off Bermuda Hundred, January 28, 1865.

SIR: I have the honor to enclose Lieutenant-Commander Blake's report.

As soon as I arrived at this place, on the 26th instant, I took a tug and proceeded to the front and found the *Onondaga* close to the obstructions. The *Atlanta* came up after my arrival and was anchored ahead

of the *Onondaga*. The *Saugus* arrived next morning; has been anchored below the *Onondaga*.

Three of the wooden vessels are anchored just out of range of the rebel battery to support the iron vessels in case of an attack. Before I arrived General Grant had ordered the breach made in the obstructions filled up with two schooners loaded with coal. We are prepared, and should they have [the] temerity to make another attack you will, I trust, hear a good account of us.

Lieutenant-Commander Blake I found in command of the *Onondaga*, and have kept him in command, which I hope will meet with your approval.

I have been constantly employed getting the vessels in their proper places.

There are so many rumors that it requires constant vigilance to be prepared at all points.

Very respectfully, your obedient servant,

WM. RADFORD,
Commodore, Commanding Fifth Division.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.

Report of Lieutenant-Commander Blake, U. S. Navy.

U. S. S. ONONDAGA,
James River, Virginia, January 26, 1865.

SIR: I respectfully submit the following report for your information:

At daylight on the morning of the 25th instant Commander William A. Parker, U. S. Navy, came alongside the *Eutaw*, then at anchor at Varina bridge, and informed me that he had been removed from the command of the division by the honorable Secretary of the Navy. "You being the senior officer present, I turn the command over to you," and immediately left for City Point.

As I was ignorant of the stations of the vessels of the division and of the location of the rebel rams, but learning that the rebels had destroyed the obstructions placed in the channel at Trent's Reach, I presumed it was their intention to force their way down the river. I immediately left the *Eutaw* in charge of Acting Volunteer Lieutenant Simmons, went on board the *Onondaga*, gave orders to get the ship underway as soon as possible, and telegraphed to Lieutenant-General Grant that I had assumed command of the division, and would go up the river and meet the rams at the obstructions.

A short time after coming on board the *Onondaga*, Chief Engineer Henderson reported to me that he would be able to use the port engines (having succeeded in clearing the obstruction which had fouled the propeller while moving the night previous). I anchored the *Onondaga* just below the obstructions and directed the *Hunchback* to take a position just ahead of me, to protect the vessel against torpedo boats, and the other vessels of the squadron out of the direct range of the rebel batteries; giving the commanders orders that the moment the rebel rams made their appearance they were immediately to come up to the support of the *Onondaga*, at the same time impressing upon them the vital importance of preventing the rams from passing down the river; that they were to run foul of the rams and try to force them aground under the fire of our batteries. I then turned my attention to the torpedo boats; not a torpedo on board of them could be exploded; the

powder in them was renewed and, on trial, we found them in working order. I found that both of the officers having charge of these boats were absent, and was informed that Captain Parker had telegraphed for their immediate return. At Aiken's Landing I found two schooners filled with coal, which had been sent up by Lieutenant General Grant for the purpose of being sunk in that part of the channel which had been used by the rebel rams. As directed, they were sunk between obstructions Nos. 2 and 4, north passage, which I now think completely obstructs that channel. Three torpedoes, of 150 pounds of powder each, were placed in line a short distance above Dutch Gap Canal and Fort Brady. I directed that the large iron torpedoes sunk by the rebels at Aiken's Landing should be raised and immediately prepared for use. At 7 p. m. I received a message from Commander Nichols, of the *Mendota*, that he had arrived at Aiken's Landing, "Understand the situation; go on with your arrangements; I will see you in the morning." He came on board at 9 a. m., when I turned over the command to him. I take great pleasure in bringing to your notice the ability and energy with which Chief Engineer Henderson, of this vessel, got her engine in working order, and the valuable assistance he gave me in getting the torpedo vessels and torpedoes ready for use. I am confident that I should have received the most hearty cooperation of the other commanding officers. I was confident that by engaging the rams at the obstructions we could either destroy them or prevent their passing down the river.

Hoping that my actions during the short period that I was in charge of the division will meet with your approval, I am,

Very respectfully, your obedient servant,

HOMER C. BLAKE,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Letter from Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Blake, U. S. Navy, commending his action while in temporary command.

CAPE FEAR RIVER, *February 4, 1865.*

SIR: I have received your report in relation to the course you pursued while in command of the James River Division. Had your predecessor done as well we should now have been in possession of the whole rebel navy and on our way to Richmond. The *Onondaga* I consider a match for the whole rebel fleet, and I feel mortified that with all my instructions I failed to impress the late commander of the division with the importance of acting coolly and energetically if an occasion offered. Your conduct meets my hearty approval.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander H. C. BLAKE,
Commanding Onondaga, James River.

Abstract log of the U. S. S. Eutaw, Lieutenant-Commander H. C. Blake, U. S. Navy.

January 21, 1865.—At anchor in James River. At 5:30 p. m. the *Don* passed up the river.

January 23.—Heavy firing heard in the direction of Dutch Gap.

January 24.—Heavy firing heard throughout the day in the direction of Dutch Gap.

January 25.—At 3 a. m. heavy guns heard from our own and the rebel batteries. At 3:30 got underway and proceeded up the river. Came to anchor at the pontoon bridge. The tug *Epsilon* came alongside with Captain Parker; left at 6:25. Got underway and steamed up the river. Ran a line to the tug *Alpha* and she started ahead of us. At 6:50 let go line and anchored near Aiken's Landing. The tug *Alpha* came alongside and Captain Blake left the ship to take temporary command of the *Onondaga* and this division, leaving Acting Volunteer Lieutenant Simmons in command of this ship.

January 26.—Commences clear and cold. Boats on picket. One boat sent up river in charge of Acting Ensign Morgan to lay torpedoes. At 3 a. m. Mr. Morgan returned, having accomplished successfully the laying of three torpedoes.

Abstract log of the U. S. S. Hunchback, Lieutenant Joseph P. Fyffe, U. S. Navy.

January 22, 1865.—At 8:40 p. m. heavy firing was heard in a southwesterly direction.

January 24.—From midnight to 4 a. m., heavy firing at intervals in direction of Dutch Gap. From 4 to 8 a. m., steamer *M. Martin* came up the river with orders for us to proceed up the river. Immediately slipped our cable and proceeded up to Jones's Landing and reported to the senior officer on board the ironclad *Onondaga*. At 9 the captain left the ship and went on board the *Onondaga* for further orders. At 9:20 Captain Fyffe returned with orders to proceed up the river and attack the wooden boats of the enemy, if there were any. At 9:30 the *Onondaga* and the rest of the fleet got underway and proceeded up the river. At 10 we opened on the enemy's ironclads and battery; continued firing until meridian, when we dropped down the river. Shell expended: IX-inch, 33 10-second, 6 15-second; 100-pounder, 3 10-second, 4 15-second. From meridian to 4 p. m., vessel lying off Dutch Gap Canal. The fleet dropped down below Dutch Gap Canal at 1:20 p. m. At 1:45 p. m., got underway and proceeded down the river in obedience to orders of division commander. At 8 p. m. came to anchor below the canal.

January 25.—At 2:30 a. m. heavy firing with muskets and great guns in the direction of Dutch Gap. At 3:30 saw smoke in the vicinity of the vessel and slipped anchor to be in readiness for action. At 10 proceeded up the river and came to anchor off Crow's Nest. At 9:30 p. m. two boats left the ship in charge of Captain Fyffe, Acting Master E. K. Valentine, and Acting Master Sias; proceeded up the river and returned at 11:30.

January 26.—At 3 p. m. the rebel batteries opened fire. Got underway and went down river.

January 27.—At 11:20 a. m. the ironclad *Saugus* passed up the river and anchored astern of the *Onondaga*.

January 28.—Clear, cold weather. River frozen over. At 4:15 a. m. got underway and returned to our station below the canal. At 2 p. m. the *Commodore Morris* got underway and proceeded down the river. At 2:30 the rebels opened fire on us from Howlett's house battery; we got underway and steamed out of range.

January 29.—At 12:30 p. m. got underway to proceed down the Deep Bottom. On arriving at the pontoon bridge we could not get through on account of the ice.

Report of Second Assistant Engineer Stone, U. S. Navy, in temporary command of the U. S. S. Spuyten Duyvil.

U. S. S. SPUYTEN DUYVIL,
James River, Virginia, January 31, 1865.

SIR: I have the honor to report that several days previous to the 23d instant I had information from Commander Parker, commanding James River fleet, that the rebel fleet on the James River was about to descend, force their way through our obstructions of sunken vessels above Dutch Gap, if possible destroy our fleet, and capture City Point. On the morning of the 23d instant, while lying a few ships' lengths below the U. S. S. *Onondaga*, Commander Parker ordered me to get the *Spuyten Duyvil* underway and go above his vessel, as I was no protection to him whatever while lying there. I obeyed the order, got up anchor, steamed a few yards above the steamer *Onondaga* and came to anchor. During the day I suggested to Commander Parker the necessity of taking a more advantageous position by moving farther up and more into the left bank of the river; received permission, and moved the vessel accordingly at 4 p. m., with everything ready for action. About 8 p. m. was hailed by Mr. Hays, executive officer of the *Onondaga*, to be prepared for immediate action. At 9:30 p. m. was again hailed by Mr. Hays, of the *Onondaga*, to go to quarters, which I immediately obeyed, and remained at quarters until 11:30 p. m., when I was hailed by Mr. Hays and again ordered to quarters. At this time a rocket was sent up in the direction of Dutch Gap. About this time the *Onondaga* got underway and dropped down the river out of our sight. At 2:30 a. m. of the 24th the torpedo boat *No. 4*, Second Assistant Engineer W. [F.] Fort in charge, came down the river. I hailed them while passing, but was unable to understand their reply. About 3 p. m. Mr. Fort returned with verbal orders for the *Spuyten Duyvil* and torpedo boat *No. 4* to go to the obstructions and attack the rams. We immediately got underway. When about a mile up, the vessel ran aground; backed her off and started again. While on our way met the U. S. S. *Massasoit* picket launch, who reported a boat of some kind moving up and down the river at the same time they moved. I then proceeded up the river to the obstructions, but was unable to discover any vessel; remained close to the obstructions until 5:30 a. m., when we dropped down the river a short distance and came to anchor. At 6 a. m. sent a boat on shore in charge of Acting Third Assistant Engineer B. S. Heath, who reported two steamers and steam coming from other vessels, all lying under the guns of rebel batteries. At 6:30 saw a terrific explosion take place in the vicinity of the rebel fleet and supposed it to be one of their vessels blown up. At 7 a. m. got underway, proceeded down the river, and came to anchor near Aiken's Landing. At 10:15 a. m. the U. S. S. *Onondaga* came up the river. On coming near our stern Mr. Hays hailed and ordered us to get underway and prepare the vessel for action. We immediately got up anchor and steamed up the river astern of the *Onondaga*. On arriving near the obstructions, I saw a towboat coming from the *Onondaga*, and thinking they wished to communicate with this vessel, I sent Acting Third Assistant Engineer B. S. Heath on deck to ascertain; received orders to go within hailing distance of the *Onondaga*, which order I obeyed and laid near her during the engagement between our vessels and the rebel steamers, which lasted about three-quarters of an hour. We then went alongside of the *Onondaga* and assisted in towing her down the river to Aiken's Landing. I will here state that on several occasions previous to the rebel steamers coming down the

river, I suggested to Commander Parker the necessity of having a pilot on board this vessel, but was unable to obtain one until the evening of the 24th instant.

Very respectfully, your obedient servant,

C. H. STONE,
Second Assistant Engineer, Commanding pro tem.

First Assistant Engineer JOHN L. LAY,
Commanding Steamer Spuyten Duyvil.

Report of First Assistant Engineer Lay, U. S. Navy, regarding his expedition to New York in accordance with instructions from Commander Parker, U. S. Navy.

U. S. TORPEDO BOAT SPUYTEN DUYVIL,
James River Fleet, January 31, 1865.

SIR: In obedience to an order from Commander William A. Parker, dated January 6, I proceeded to New York to procure the necessary shells and plating for this vessel, and was recalled from there by telegraph and ordered to join my vessel at this station, which I did yesterday, January 30, and immediately reported to the division officer.

I had an interview with Lieutenant-General Grant on the evening of January 4, and gave him a description of the vessel, and also stated to him that I had received orders from Commander Parker to proceed up the river, clear the obstructions, and attempt the destruction of the rebel rams as soon as I could procure the necessary shells. The general did not deem it advisable to attack the rams until there was a cooperative movement by the Army and Navy. I mentioned to Commander Parker the result of my interview with General Grant, and then proceeded north to procure the necessary material referred to in Commander Parker's order.

I am, very respectfully, your obedient servant,

JOHN L. LAY,
[*First Assistant Engineer*], *Commanding Spuyten Duyvil.*

Commodore W. RADFORD, U. S. Navy,
Commanding James River Fleet.

Unofficial report of First Assistant Engineer Lay, U. S. Navy, of the U. S. S. Spuyten Duyvil.

U. S. TORPEDO BOAT SPUYTEN DUYVIL,
James River, Virginia, February 8, 1865.

DEAR SIR: I wrote you at length yesterday in relation to the late raid, and also enclosed a copy of Mr. Stone's report to me. The following, I think, will be interesting to you, and illustrate some of the little annoyances we labor under here:

When the *Spuyten Duyvil* first came up the river she had on deck twenty-three loaded torpedoes, which I was obliged to carry there owing to want of room below. The *Onondaga* could not receive them, and Captain Parker would not allow them to remain where they were and did not provide any suitable place for them. Professor Maillefert kindly gave me permission to keep the shells in his cave, a kind of magazine, where he stored his powder temporarily. Accordingly, the shells were removed from our deck and placed there, where they remained until I became satisfied that the dampness of the place would prove injurious to them.

There was an empty canal boat lying at Aiken's Landing. Mr. Stone called upon the commissary in whose charge she was and obtained permission to place them there for the time being. The boat was little better than the cave, but could accommodate a larger number, and as more torpedoes were arriving, I accepted the gentleman's kind offer and the torpedoes were deposited there until such time as was necessary to use them.

On my return from the North, I learned that the powder in the shells was damp and required renewing, which was done under my own superintendence. While engaged in this, I found it necessary, after emptying the shells, to place a little fresh powder in the priming tube and explode a cap in order to guard against the possibility of the shells missing fire. I did this myself and at a safe distance from the powder on the canal boat. Some one in the meantime reported to General Ord that parties were burning powder in the boat and endangering the lives and property of persons in that vicinity. The case was greatly exaggerated to Commodore Radford, who, in writing to Captain Nichols in relation to the affair, suggested that the parties should be severely punished.

I placed the matter before Captain Nichols (who is flag-officer) in its true light, and the affair was adjusted with the commodore.

On the evening of February 6, Captain Blake, of the *Onondaga*, sent for me and stated that a telegram from Fort Brady informed him that the rams were moving down the river, and that I should have everything in readiness to attack them. I immediately started down the river in a small boat to procure more torpedoes, as I had but twelve on board (all I could stow), which I deemed insufficient in case we had to advance up the river. I likewise desired to see Captain Nichols, and make one more effort to procure a pilot. When I arrived at the canal boat I was surprised to find the shells gone. I was informed by the keeper in charge that an army tugboat had removed the torpedoes that afternoon, he knew not where, but the captain of the tug said his orders were to carry them down the river and stow them in a magazine, and when it was suggested to him the propriety of informing us of their destination, said, in reply, that his orders were to remove them and not hunt the whole river for us. I at once informed Captain Nichols of the transaction. He was perfectly astonished and said he would enquire into the case in the morning, which he kindly did. The rams did not come down, but if they had, and it had been necessary for us to use thirty or more torpedoes, we should not have known where to find them, consequently the ship would have been obliged to retire out of action.

The above statements are facts, and comments are needless.

Very respectfully, your obedient servant,

J. L. LAY.

Chief Engineer W. W. W. WOOD, U. S. Navy,
New York City.

Report of Commander Parker, U. S. Navy.

NORFOLK, VA., *January 31, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of the 26th instant.

When the rebel rams came down the river I ordered both torpedo boats to endeavor to destroy them, but they failed to do so. The reason

assigned was unsatisfactory. The *Spuyten Duyvil* was in charge of Acting Second Assistant Engineer [C. H.] Stone, Mr. John L. Lay being absent in New York after shells and other apparatus. The steam picket cutter was in charge of Acting Master's Mate [W. H.] Bolton and Second Assistant Engineer [W. F.] Fort, of the *Onondaga*.

I moved the *Onondaga* below the pontoon bridge because I thought there would be more room to maneuver the vessel, and to avoid the batteries bearing on Dutch Gap. The vessels now in James River are enough to capture the whole rebel fleet if they are within supporting distance, but this will leave several important points exposed. I regret very much that I did not receive your letter of the 26th instant before, in which case I should have remained at the obstructions, but I thought my chances of capturing the whole fleet would be increased by allowing them to come down the river to the bridge, where I intended to attack them. This decision I now think was wrong, and I beg your forgiveness for it. Only allow me one more chance to retrieve my reputation and your good opinion, and I shall be happy; one unfortunate mistake ought not to ruin the hopes of a whole lifetime.

I earnestly beg that you will grant me your protection and patronage and I shall be indebted to you forever, and I ask one more chance to save myself in your estimation.

I am, sir, very respectfully, your obedient servant,

WM. A. PARKER,
Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Abstract log of the U. S. S. Onondaga.

January 23, 1865.—At 8:30 p. m. heard heavy firing in the direction of Fort Brady and Howlett's battery. At 10:30 p. m. received a dispatch from the Signal Tower, stating rebel boats removing the obstructions in Trent's Reach. Saw a rocket fired from our pickets; went to quarters.

January 24.—All hands at quarters. At 1:20 a. m. beat the retreat. Heavy firing in the direction of Trent's Reach. At 2:10 picket launch *No. 4* and tug *Alpha* came down and reported rebel vessel below the obstructions. Tug *Epsilon* came down the river, went to quarters. At 3 hove up anchor and dropped down below the pontoon bridge in charge of pilot, got aground on the south bank, ran a hawser to the tug *Alpha*, who pulled us off. At 8:30 a. m. weighed anchor and went up river with tug *Alpha* helping us. Went up in company with gunboats *Massasoit* and *Hunchback* and torpedo boat *Spuyten Duyvil*. At 10:30 came to anchor in 5 fathoms off Sleepy Hollow. At 10:45 engaged two rebel rams, distant about one-half mile. At 11:10 one left and went up the river. At 12 the other left and went up out of range. Fired from forward turret—5 XV-inch solid shot, 3 8-inch rifle shot, chilled ends. From after turret—5 XV-inch solid shot, 5 8 inch solid shot, 3 8-inch percussion shell. Hit the rebel rams several times. *Spuyten Duyvil* and tug *Epsilon* came alongside, got underway, dropped down to Aiken's landing and anchored. Had our whaleboat and two dingeys stove in during the engagement with the rebel rams.

January 25.—Lieutenant-Commander H. C. Blake in command, temporarily. At 3 a. m. tug *Alpha* came alongside and reported that the *Miami* had anchored above the pontoon. Heavy artillery firing near Fort Brady. The *Hunchback* reported the rebel rams moving up the

river. All hands employed in stripping schooner ready to sink. From 4 to 6 p. m. heavy firing from Fort Brady and the rebel rams. At 8:10 p. m. the schooners for the obstructions were towed up the river. At 9 Mr. Hays returned, having sunk two army schooners in the obstructions.

January 26.—From meridian to 4 p. m. the rebel batteries firing on signal battery. Vice-Admiral Farragut came on board.

January 27.—At 11 p. m. the *Eutaw's* boat came down from the obstructions with rebel torpedo boat in tow.

Letter from the Secretary of the Navy to the commandant navy yard, Norfolk, regarding the conduct of Commander Parker, U. S. Navy.

NAVY DEPARTMENT, *January 31, 1865.*

SIR: I transmit herewith the communications from Lieutenant-General Grant to the Department concerning the conduct of Commander W. A. Parker. You will enquire into such matters as naturally suggest themselves upon examination of these papers. Also why the *Saugus* was not brought to the front and also why Commander Parker did not inform the Department of his situation and inability to obtain necessary assistance.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore C. H. BELL,
Norfolk Navy Yard, Norfolk, Va.

Order of the Secretary of the Navy to the commandant navy yard, Norfolk, to proceed to the examination of officers in the case of Commander Parker, U. S. Navy.

NAVY DEPARTMENT, *February 6, 1865.*

SIR: The steamer *Baltimore* is placed at your disposal to enable you to go to the front and examine Lieutenant-General Grant and such officers of the Navy and Army as are cognizant of any information concerning the late movements of the rebel vessels.

It is important for the honor of the Navy that a full and impartial enquiry should be made, especially as to the absence of officers and the commander of the *Spuyten Duyvil*, her condition for service, and all other vessels; whether the senior officer sent for the commander of the *Spuyten Duyvil* after he learned that the rebel vessels were coming; whether he informed the Department that a raid was expected; whether he dropped down in the *Onondaga* on the approach of the rebel vessels; whether the *Atlanta*, *Ironsides*, and *Saugus* were sent for, and at what time after Lieutenant-General Grant notified the senior officer that the rebels were expected; whether the *Atlanta* and *Ironsides* were ordered to Newport News, and if so, by whom and for what reason; and all other information tending to elucidate the subject, together with the opinion of the court upon the conduct of the officers, the condition of the vessels, and particularly whether any officer has violated the ninth or tenth sections of article third, of the Rules for the Government of the Navy.

Very respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore CHAS. H. BELL, U. S. Navy,
Navy Yard, Norfolk, Va.

Letter from Rear-Admiral Porter, U. S. Navy, to Commander Parker, U. S. Navy.

CAPE FEAR RIVER, *February 14, 1865.*

SIR: I have received your letter of 31st ultimo, and although I can well feel for you and regret the position in which you have been placed, I do not feel that I can do anything in the matter until a court of enquiry decides in relation to the motives or necessity which induced you to leave the station assigned the *Onondaga.*

No man ever had a better chance than you had to make yourself known to the world, and the enemy presented you with the opportunity I have been so long desirous of meeting.

As the Department has taken this matter in charge, I prefer leaving it in their hands, and if your motives were such as you represent them, I trust that you will be able to make a court of enquiry satisfied on that point.

The Department could pursue but one course in your case; private considerations must give way to the public good, and it must have been as mortifying to them as it was to me to see such an opportunity lost of destroying the whole rebel fleet, to say nothing of the odium brought upon the Navy.

We now know that all those rams were at our mercy, and if we had lost the *Onondaga* in the struggle, we would have been amply repaid by the result, if we had destroyed them.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. A. PARKER, U. S. Navy,
Norfolk, Va.

Report of Rear-Admiral Porter, U. S. Navy, regarding injuries to one of the Confederate ironclads by shot from the U. S. S. Onondaga.

WASHINGTON CITY, *April 25, 1865.*

SIR: While in Richmond I met a person who informed me that he had served as pilot on board one of the ironclads (rebel) which came down to attack our forces. He stated that one shot (solid) from the *Onondaga* passed through both sides of the one with which he was engaged, inflicting serious injury to the hull and killing and wounding several of the crew. One XV-inch shell from the *Onondaga's* gun struck the same ironclad on the knuckle and the shell entered 3 or 4 feet, but, not exploding, did no material damage. Another (solid) shot is said to have struck the same ironclad on the casemate, shattering it very much. The three shots mentioned so disabled the rebel vessel that she could not have gone into action. I merely mention what was told me and which I believe to be true. It shows the effect of the XV-inch shot on heavy built works.

I have the honor to remain, very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Extract from report of Colonel Abbot, U. S. Army, commanding siege artillery.

HEADQUARTERS SIEGE ARTILLERY,
Broadway Landing, Va., March 4, 1865.

MAJOR: I would respectfully submit the following report, heretofore delayed by my absence, of the operations of my command during the action with the rebel fleet in January last, and would request that it may be forwarded to department headquarters, with a favorable endorsement upon my application for brevets for the officers commanding the batteries:

On the night of January 23, 1865, three rams, the wooden gunboat *Drewry*, a small steam torpedo boat, and perhaps more, passed Fort Brady about 8 p. m., under cover of the darkness. They received about twenty-five shots from the fort—armament, two 100-pounder Parrotts and three 30-pounder Parrotts. The fort was instantly opened upon by the rebel land batteries, mounting some dozen guns, and their fire soon disabled one of the 100-pounder guns. The fleet passed on to a point near the rebel Howlett's battery, out of range of Fort Brady. My batteries below Fort Brady were three in number: Parsons and Wilcox—armament, one 100-pounder Parrott and one X-inch sea-coast mortar; Spofford—armament, one 32-pounder Parrott, placed in position about 7 a. m.; and Sawyer—armament, one 100-pounder Parrott and two X-inch sea-coast mortars. About 10 p. m. a ram succeeded in reaching and began removing the obstructions, receiving 31 shots from the mortar in Wilcox and 9 from those in Sawyer, with musketry fire from all the spare artillerymen while so engaged. At 3 a. m. one ram passed the obstructions and anchored about 600 yards above Sawyer, where she remained for 45 minutes. This position was only exposed to mortar fire. One shell fired at 60 degrees elevation struck her, and she immediately moved up the river; 19 shells had been fired at her while lying in this position. During the night 44 rounds from the 100-pounder and 24 rounds from the mortar in Parsons and Wilcox and 3 rounds from the 100-pounder in Sawyer were fired at the fleet above the obstructions. The darkness prevented the effect of this fire from being known.

At daylight two rams and the *Drewry* were discovered aground near left bank, some 1,500 yards above Parsons. Fire was at once opened from that battery with long percussion shell from the 100-pounder. The second shot struck the *Drewry* and the third exploded her magazine, completely destroying her. The following table shows the fire upon the fleet after daylight, before it escaped up the river, about noon:

Battery.	Commanding officer.	100-pounder.		X-inch sea-coast mortar.		30-pounder Parrott.		Range.
		Fired.	Hit.	Fired.	Hit.	Fired.	Hit.	
								Yards.
Parsons and Wilcox	Lieut. H. A. Pratt, 1st Conn. Art.	57	30	25	2	.....	.....	1,500
Spofford	Lieut. C. N. Silliman, 1st Conn. Art.	.....	.....	.....	.....	62	27	1,800
Sawyer	Lieut. E. P. Mason, 1st Conn. Art.	21	7	31	2	.....	.....	2,500
Total	.....	78	37	56	4	62	27	

As soon as the rams could get afloat they retreated out of range, near Howlett's battery, leaving the torpedo boat aground. About 3 a. m. on the 25th they escaped up the river past Fort Brady, receiving a number of rounds in the darkness, several of which struck them.

The ammunition used in this engagement consisted in part of solid shot and in part of shell—percussion and time—and case. Unfortunately, the line of fire when the rams were aground was oblique, and the projectiles glanced off without penetrating. Officers on picket directly opposite, however, report that the armor was started and partially ripped off in a number of places. During the firing my batteries, especially Forts Brady and Parsons and Wilcox, were under a very heavy fire from the rebel land batteries. Three men were killed in the former, and a large number slightly injured from fragments, etc. The total firing, including those fired in reply to the rebel land batteries, was about 500 rounds of siege ammunition. Lieutenant W. G. Ball, Thirteenth New York Artillery, also moved a 20-pounder Parrott (field gun) to the bank of the river, and fired 85 rounds at a range of about 1,400 yards, with creditable zeal.

In my judgment, the determined reception which the rebel fleet received from my batteries, joined to the difficulties of navigation, which under this fire they could not overcome, saved this army from a serious disaster. The fire of the rebel land batteries upon mine was very severe. Several guns were struck; three shells passed nearly through the parapet of Fort Brady and by their explosion knocked down many men with fragments of the revetment. In all batteries the rebel fire was effective.

* * * * * * *

I would also request that a medal of honor may be bestowed upon Sergeant George L. Fox, Company H, First Connecticut Artillery, for his coolness, under a heavy fire, in pointing the piece which blew up the gunboat *Dreury*. He afterward struck the ram six times in succession at a distance of nearly a mile.

Very respectfully, your obedient servant,

HENRY L. ABBOT,
Colonel First Connecticut Artillery, Commanding Siege Artillery.

Brevet Major GEORGE A. HICKS,
Assistant Adjutant-General, Bermuda Hundred Defenses.

Report of Lieutenant Pratt, U. S. Army, commanding Batteries Parsons and Wilcox.

BATTERY PARSONS, VA., *January 28, 1865.*

LIEUTENANT: I have the honor to forward the following report of the part taken by Batteries Parsons and Wilcox in the late engagement with the rebel rams:

About 10 p. m., January 23, intelligence was brought that one ram had passed the picket line and that another was in sight. Owing to the extreme darkness they were not visible from my batteries until close at hand. One was so far down that my gun could not be brought to bear upon it. I therefore opened on the lower one with my mortar and on the river above with my 100-pounder. The lower one put out anchor at the obstructions and began to clear a passage. I placed six men at the river edge to watch them. To annoy the working party, my spare men opened with musketry. Lieutenant Bergin, in charge of the mortar, fired 31 rounds at the obstructions; of these 29 burst a few feet above the water, just over the obstructions; 2 did not burst. At about midnight the first ram passed the obstructions, and was soon followed by a second. Meantime the fire from the 100-pounder continued, but owing to the darkness it was impossible to observe the effect. After an hour or two the rams returned and proceeded a short distance up

the river. The other boats were reported as lying together under Howlett's battery, landing troops on the left bank of the river. Both batteries continued their fire until morning, the mortar firing with long fuzes at the rams; the gun directing an occasional shell at the rams when their smoke revealed their position, but mostly using case shot to annoy the supposed landing party; solid shot were reserved for daylight. The night firing was very uncertain, as there was no means of correcting the range. It is probable that several shots from the gun may have struck the rams, as they were heard to strike and ricochet, and it was observed during the day that shots which struck the water did not ricochet. During the night 44 rounds were fired from the gun, 55 from the mortar—31 at the obstructions, as before stated, the remaining 24 at the rams on their return from below. At daybreak I discovered that two rams and one wooden gunboat were apparently aground on the left side of the James. The largest ram and the gunboat were together, the boat partly behind the ram. Some 300 or 400 yards to the right was the smaller ram. I estimated the distance from Battery Parsons at about 1,500 yards. The rams were so situated that the line of fire from my battery was very far from perpendicular to their broadside; this caused the projectiles to easily glance off. As soon as the breech sight could be used, I opened with long percussion shell, Sergeant Fox pointing the gun; the second shell struck the wooden boat; the third, fired at an elevation of four degrees, penetrated it, causing a magnificent explosion. As soon as the smoke lifted, struck the ram with a percussion shell, which bounded off; we then tried solid shot. Of 6 fired at the larger ram, 1 did not take the grooves; 5 struck it fair. I then directed to fire at the smaller ram, Corporal Hunt pointing. Of 9 solid shots, 1 did not take the grooves, 1 went over, 7 struck the ram. I then used long shell again, next short shell, last case shot. Fired in all, after daybreak, from the 100-pounder, 57 rounds. While firing the last 14, the rams were in motion and the last disappeared as I fired my last round. Of the 43 rounds fired at the boat and rams while stationary, 3 did not take the grooves, 4 went over, 10 fell a little short, 26 struck fair. Of the 14 fired while the rams were moving, 4 struck fair, 10 fell short. Probably nearly every shot would have struck the mark had I not been obliged to change the ammunition so many times; some which fell short struck the rams, I think, below their water line. I wished, if possible, to get under their armor. I deem the long shell superior in accuracy to the other ammunition; solid shot come next. Out of 13 solid shot which took the grooves after daybreak, only 1 failed to strike the rams. Sergeant Fox struck them 6 times in succession, Corporal Hunt five, with long shell and solid shot. During the forenoon 25 mortar shells were fired with long fuzes. Two struck a ram, others struck very close; the charge used was 2 pounds and upward. The engagement closed about noon, the 24th, the flood tide enabling the rams to float. The rebel land batteries opened on Battery Parsons with mortars, columbiads, and light pieces, about a dozen in number; the smaller ram fired 1 shot, the only one fired by the rebel navy. Officers on picket directly opposite the rams state that most of my shots glanced off, but that the armor of the rams was started and partially ripped off in a number of places.

Very respectfully, your obedient servant,

H. A. PRATT,
First Lieutenant, First Connecticut Artillery,
Commanding Batteries Parsons and Wilcox.

Lieutenant T. J. BEERS,
Acting Assistant Adjutant-General.

Finding of a court-martial in the case of Commander William A. Parker, U. S. Navy.

At a naval general court-martial, convened on board the United States steamer *Baltimore*, in James River, Virginia, March 18, 1865, Commander William A. Parker, of the Navy, was tried on the following charges and specifications:

CHARGE I: Violation of the ninth section of article third of the Rules for the Government of the Navy.

Specification 1st.—In this, that on or about the 24th day of January, 1865, the said Commander William A. Parker, at that time commanding the division of James River, and being on board the U. S. S. *Onondaga*, then lying below and near to certain obstructions which had been placed in James River to impede the progress of rebel vessels in coming down the river, reliable information having been given him that vessels belonging to the rebels were coming down the river and were engaged in removing said obstructions, did withdraw himself, and did order the U. S. S. *Onondaga* to move down the river out of all exposure to danger from the vessels of the rebels and from their batteries and guns on shore, thereby allowing the said obstructions to be in part removed, the purpose and design of said obstructions to be defeated, and the vessels of the rebels to pass and repass the point so obstructed, to the great peril of the property of the United States and of the safety of its military forces, therein withdrawing from and keeping out of danger to which he should have exposed himself.

Specification 2d.—In this, that on or about the 2d day of December, 1864, the said Commander William A. Parker, then, and from that day until the 24th day of January, 1865, being in command of a certain division of the North Atlantic Squadron, known as the Division of James River, and having received from Rear-Admiral David D. Porter, then commanding said squadron, orders in these words, "The picket boats must always be kept in readiness at night, with their torpedoes ready for instant service, and if an ironclad should come down they must destroy her, even if they are all sunk. For this purpose you must select men of nerve to command them, who will undertake anything, no matter how desperate," did not obey said specific orders, nor any one of them, thus failing properly to observe the orders of his commanding officer and use his utmost exertions to carry them into execution when ordered to prepare for battle.

CHARGE II: Failing to do his utmost to overtake and capture or destroy a vessel which it was his duty to encounter.

Specification.—In this, that on or about the 24th of January, 1865, the said Commander William A. Parker, then commanding the navy division of James River, knowing that certain vessels of the enemy were coming down the James River and toward the point where he then was, did order the U. S. S. *Onondaga*, on board of which vessel he then was, to be moved down the river and away from the vessels of the enemy for the discreditable purpose of avoiding an encounter with said vessels.

In this case the court found that so much of the second specification of the first charge as sets forth that the accused disobeyed orders in not intrusting the command to men of nerve was not proved, and that so much of the specification of the second charge as sets forth that he moved down the river "for the discreditable purpose of avoiding an encounter with the enemy" was not proved. With these exceptions the specifications were found proved; the accused was found guilty of both charges, and sentenced "to be dismissed from the Navy of the United States."

Appended to the sentence is a recommendation to clemency, subscribed by the members composing the court, with one exception. This recommendation is given, they state, "in consideration of the long service of Commander William A. Parker throughout an official career of thirty-three years, and believing that he acted in this case from an error of judgment."

The action of the court in this case has somewhat embarrassed the Department. The second of the charges preferred against Commander Parker is one of a most general and comprehensive character. The ways in which an officer might fail to do his utmost to encounter and capture or destroy an enemy's vessel are innumerable, and as the right to a specification in all cases is secured to the accused by express enactment, it was deemed proper on the part of the prosecution, particularly

as the offense charged was capital, to specify the precise manner in which Commander Parker had failed to do his utmost on the occasion which led to his trial. It was accordingly charged that he had given a certain order for the discreditable purpose of avoiding an encounter with the enemy. This was the specific allegation against which he was called upon to defend himself. The court have found this allegation not proved, and have thus virtually acquitted the accused of the charge of avoiding an encounter with the enemy.

The facts averred in the specification of the second charge, so far as they are found proved by the court, are compatible with entire innocence on the part of the accused of any crime, whether moral or merely statutory. These facts are therefore insufficient in themselves to prove guilt. Yet the court have found him guilty, and must have inferred the guilt from facts not set forth in the specification, but which ought in conformity with law to have been set forth, being material facts necessary to constitute guilt.

All the allegations in the specification, against which the accused was warned to defend himself, are either disproved or are insufficient to prove guilt, and he is found guilty upon allegations of which he was not informed, and which are not even stated in the finding of the court for the information of the revising power. The legality of such a finding is too questionable to be lightly admitted to establish a precedent.

It is to be inferred from the opinion of the individual members of the court, as stated in their recommendation to clemency, that the sole offense of Commander Parker, at least under the second charge, was "error of judgment." The Department is at a loss to understand whether the court considered "error of judgment" a crime in itself, or, under some circumstances, a valid defense against a proved crime. Neither position can be sanctioned by the Department. The findings of the court under the second charge and its specification are not approved, and as the sentence, resting on the findings under both charges, can not now be modified, it is necessarily set aside, and Commander Parker is hereby relieved from arrest.

GIDEON WELLES,
Secretary of the Navy.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Lee, C. S. Army.

FLAGSHIP VIRGINIA,
James River Squadron, January 23, 1865.

GENERAL: The squadron will not move down this morning, but will early to-night, if the weather is clear enough to see our way.

Very respectfully,

JNO. K. MITCHELL,
Flag-Officer, James River Squadron.

Major-General G. W. C. LEE, C. S. Army,
Chaffin's Bluff.

Report of Flag-Officer Mitchell, C. S. Navy, regarding readiness for movement down the river.

FLAGSHIP VIRGINIA,
James River Squadron, January 23, 1865.

SIR: I conferred yesterday with Major Pickett, adjutant-general to Major-General Pickett, and arranged with him for the cooperation of

his forces with us. I expected to move early last night with the whole squadron, but was prevented by the thick weather. If we successfully pass the torpedoes, etc., as far as Trent's Reach and find there a practicable channel through the obstructions, I hope to overcome any force the enemy can bring against us at this time, unless we have been deceived in our information.

Trent's Reach being successfully passed, I trust that you will soon learn the accomplishment of the chief purpose of our enterprise.

The reconnoissance night before last afforded no satisfactory information of the condition of the obstructions in Trent's Reach, except to assure us of the great difficulty, if not impossibility, of making a proper examination without being observed by the enemy. If the weather is clear enough to see our way, an examination to-night will be made with our whole force, which ought to solve the question.

After a diligent search, nothing has been found of the torpedoes placed opposite Dantzler.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer, James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail regarding the distribution of officers of the squadron.

FLAGSHIP VIRGINIA,
James River Squadron, January 23, 1865.

SIR: The squadron, when it moves down the river, will leave the logs and curtains of its torpedo defenses and the booms used for obstructions secured to the south bank below Chaffin's Bluff.

Also two lighters employed for raising vessels, and one as tender to the *Richmond*. I suggest that the *Shrapnel* be directed to take this property to the navy yard, where it will be held secure for the use of the Government generally, if not for the vessels of the squadron.

Lieutenant M. P. Goodwyn has been sent to the hospital on account of a sprained ankle; Lieutenant Graves has been assigned to duty as flag-lieutenant; Lieutenants C. W. Read and E. Lakin and Master's Mates Matherson and Billups have been assigned to the three steam torpedo boats *Scorpion*, *Hornet*, and *Wasp*, attached to the squadron; Master Williamson to the *Virginia;* Master P. W. Smith to the temporary command of the *Torpedo* while Lieutenant Bell continues sick. Master G. W. Smith, having no knowledge of the duties of master of a ship, has been ordered to relieve Boatswain Gauley at Semmes Submarine Torpedo Battery.

Second Assistant Engineer A. J. Schwartzman has been assigned to the *Fredericksburg*, and Third Assistant Engineers J. W. Tomlinson and James K. Langhorne to the *Richmond* and *Virginia*.

First Lieutenant A. G. Hudgins has this day been transferred from the *Virginia* to the *Richmond*.

I have the honor to be, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer, James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Department, Richmond, Va.

Memorandum of movements of the C. S. S. Virginia.

FLAGSHIP VIRGINIA, *January 23, 1865.*

Got underway at 7:04 p. m.; went to quarters at 7:15 p. m.; guns run in 7:27 p. m.; passed Battery Semmes at 7:45 p. m.; passed Cox's Landing at 8:12 p. m.; the *Torpedo* touched the north shore, carrying away her fasts, and the *Nansemond* was cut adrift with orders to tow her off at 8:30 p. m.; passed Dutch Gap Canal at 8:35 p. m.

JANUARY 24, 1865.

The flag-officer returned from an examination at 1:45 a. m. The *Fredericksburg* passed through while he was there; he found not less than 16½ feet of water in the channel below the obstructions; got aground about 1:20 a. m.; got afloat 11 a. m.; *Drewry* blown up about sunrise.

JANUARY 25, 1865.

Returned to anchorage below Chaffin's Bluff at 7:30 a. m.

Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, expressing regret at delay.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, January 23, 1865.

SIR: Your letter of this date is just received.

Regretting that the thick weather prevented you from moving last night, I hope that you will be successful in doing so to-night, and that you will accomplish the great object in view.

It is consoling to reflect that thick weather may enable your boats to obtain desired soundings while it lasts.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer J. K. MITCHELL, Provisional Navy C. S.,
Commanding Naval Forces, etc., James River.

Order of Flag-Officer Mitchell, C. S. Navy, regarding the movement of the squadron.

JANUARY 23, 1865.

The squadron will move down the river at 6, or as soon after as possible, so as to reach Trent's Reach by 9 o'clock. If it does not pass Battery Semmes by 8:30 o'clock, it will be too late to make the attempt for this night, and the courier at Semmes, I would suggest, ought to be instructed to return with the information to headquarters.

To-morrow night, the latest allowed for passing Semmes by the squadron, will be 9:30 o'clock, being forty-five minutes later each succeeding night.

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

[Endorsement.]

The movements of the squadron depending on the stage of the tide as well as the weather, the above copy of a memorandum furnished for

the information of General Pickett is respectfully communicated to Colonel Hardaway, commanding Chaffin's Bluff, with the request that he will forward it, or a copy, for the use of Lieutenant-General Longstreet.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding picket arrangements.

FLAGSHIP VIRGINIA,
James River Squadron, January 24, 1865.

GENERAL: I have the honor to acknowlege the receipt of your communication of this date.

I am much obliged to you for your picket arrangement for covering our movement down, which will commence in time to reach the obstructions about 10 o'clock to-night.

The signal of a single red light will be shown by the last vessel through the obstructions, but as your pickets must observe our movements I would suggest that they be directed to give the information you desire, so that you may be sure of obtaining it in time.

I am, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major-General GEO. E. PICKETT, C. S. Army,
Headquarters.

Letter from Major-General Pickett, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, requesting communication.

HEADQUARTERS DIVISION,
Battery Dantzler, January 24, 1865.

SIR: I send down a boat, under charge of Lieutenant Barron, to ascertain what progress you are making, and if you wish the fire of our batteries concentrated upon any one position of the enemy. In fact, to let us know anything which you wish communicated.

Suppose, should you pass the obstructions, you send up two rockets in quick succession, pointing up the river.

Wishing you every success, I am, sir, respectfully, your obedient servant,

G. E. PICKETT,
Major-General, Commanding.

Flag-Officer J. K. MITCHELL,
Commanding James River Fleet.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding the grounding of the flagship and the recall of the C. S. S. Fredericksburg.

FLAGSHIP VIRGINIA, JAMES RIVER SQUADRON,
Trent's Reach, Tuesday, January 24, 1865—3:30 a. m.

GENERAL: I thank you for the cooperation tendered in your letter just received.

This vessel is aground and must remain so until she floats off in the forenoon, say at 10:30 o'clock. At daylight we shall be exposed to the fire of the enemy without being able to return a shot, in all probability.

The *Richmond* (ironclad), now near me, will take up a position to return this fire; the *Fredericksburg* (ironclad) has passed the obstructions, but will have to be recalled for our mutual protection. The gunboats will be ordered to take cover under the trees opposite Dantzler, where I hope they may escape the observation of the enemy, or, at least, find some protection from his fire.

The obstructions are practicable for our large ironclads, and I think that I will be able to run his batteries as soon as the *Virginia* floats again. The gunboats, I fear, will mostly be sadly crippled, if not sunk, in the attempt, if not before it is made. Your batteries, I hope, however, may afford us some protection. As we can not pass before daylight, you will see us if we succeed, and no signals will be necessary.

At present the enemy does not annoy us, but at daylight he no doubt will open directly upon us.

I accept your offer to cooperate, and have no doubt it will aid much in protecting us.

In great haste, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major-General GEORGE E. PICKETT, C. S. Army,
Headquarters, Hancock's House.

P. S.—I have just learned that the *Richmond* is aground also.

J. K. M.,
Flag-Officer.

[Telegram.]

HOWLETT'S, *January 24, 1865.*

Owing to the grounding of the *Virginia* the squadron was unable to pass the obstructions.

Later: The *Richmond* and *Drewry* grounded under the enemy's batteries; the latter has been destroyed. The others will come off, I think, at high water at 10. The other vessels are above this point.

J. TAYLOR WOOD,
Colonel and Aid-de-Camp.

President JEFFERSON DAVIS.

(Copy to Hon. S. R. Mallory.)

[Telegram.]

CHAFFIN'S BLUFF, *January 24, 1865.*

The *Torpedo* gotten afloat early this morning and is now with the fleet near Howlett's. It was the *Drewry* and not the *Nansemond* that was blown up. I understand that she was set on fire by the enemy's shells, and that her crew escaped before she blew up. Casualties in the fleet thus far—1 man killed and 8 wounded. All of the vessels are now afloat and under Battery Dantzler, and the flag-officer expects to go through the obstructions at high tide to night. The *Fredericksburg* was returned and is now with the rest of the squadron. I think the enemy is now trying to lay other obstructions little farther down the river. I have silenced Signal Hill battery.

W. L. BRADFORD,
Lieutenant, Commanding Battery Semmes.

Captain S. S. LEE,
Office of Orders and Detail.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regretting failure of enterprise and acknowledging cooperation.

FLAGSHIP VIRGINIA,
James River Squadron, January 25, 1865—3 o'clock a. m.

GENERAL: On getting underway to-night to proceed down with the squadron I found that the damage done the smokestack and exhaust pipe of the *Virginia* yesterday by the fire of the enemy will prevent her being employed in the expedition, which must therefore be relinquished.

Deeply regretting the failure of this enterprise from untoward circumstances, and with my thanks for your prompt and active cooperation, I remain, general,

Very respectfully, your obedient servant,

JNO. K. MITCHELL.

Major-General GEORGE E. PICKETT, C. S. Army,
Headquarters, Hancock's House.

Report of Flag-Officer Mitchell, C. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, January 25, 1865.

SIR: I deeply regret that I have to report the failure of our enterprise, in consequence of the grounding of the *Virginia* and the *Richmond* on the night of our departure, the 23d, in Trent's Reach, but for which there was every prospect of its succeeding. These two ironclads were exposed yesterday morning, together with the *Drewry*, to the fire of the forts, and a few minutes before floating off—about 11 a. m.—to the fire of a double-turreted monitor and two double-enders. The *Drewry* was blown up soon after sunrise by a mortar shell exploding in her magazine; none of her crew lost, as they had been ordered out about ten minutes before, in apprehension of such a disaster. The torpedo boat *Scorpion* had to be abandoned in consequence of damage from this explosion. The *Virginia* and the *Richmond*, though badly hurt, were not disabled, except the former in her smokestack and exhaust pipe. After proceeding a short distance on our way down last night in Trent's Reach to pass the obstructions it was found that the escape of the steam over the deck prevented the pilots seeing how to handle the vessel, and rendered it impossible to see on the gun deck while the engine was in operation; this rendered necessary the return of all the river ironclads and the relinquishment, for the present, of the enterprise, particularly as the enemy was fully apprised of our intentions, and, having Trent's Reach illuminated with a Drummond light, his fire could be as well directed at night almost as by day.

The propeller of the *Hampton* was fouled last night with a small chain by coming in collision with the *Virginia* while she was on her way down, and she continues thus disabled.

The casualties are 5 killed and 17 wounded; among the latter are Lieutenants W. P. Mason and Edward Lakin and Pilot William [W.] Skinner.

The squadron returned this morning about 7:30 o'clock to its anchorage below Chaffin's Bluff. As soon as practicable a full report of its operations since its departure on the evening of the 23d will be forwarded.

I have the honor to be, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Detailed report of Flag-Officer Mitchell, C. S. Navy, commanding James River Squadron.

C. S. FLAGSHIP VIRGINIA,
James River Squadron, below Chaffin's Bluff, February 3, 1865.

SIR: On the 25th ultimo I had the honor to report to you the return of this squadron to its present anchorage, with a brief notice of the unfortunate failure of the enterprise and the reason for relinquishing the attempt of its prosecution beyond Trent's Reach.

On the evening of the 23d ultimo, the squadron moved down from its present anchorage soon after dark, consisting of the ironclad *Fredericksburg* leading, with the gunboat *Hampton* and torpedo boat *Hornet* secured alongside; the *Virginia*, ironclad, next with the gunboat *Nansemond*, tug *Torpedo*, and torpedo boat *Scorpion* secured alongside, and the ironclad *Richmond* last, with the gunboats *Drewry* and *Beaufort* and the torpedo boat *Wasp* secured alongside.

In this order they passed the fire of the enemy's batteries and sharpshooters on Signal Hill and vicinity, which opened upon them in Devil's Reach and continued until they had passed the Dutch Gap. On arriving in Trent's Reach, the *Virginia* and the *Richmond* anchored, at 10:40 p. m., about half a mile above the obstructions, in 5 fathoms of water, with a kedge by the stern. The *Fredericksburg* proceeded at once near to the obstructions at the north channel, while a sounding and reconnoitering party in charge of Lieutenant C. W. Read examined them. He soon after reported the obstructions practicable on the removal of a spar which was anchored diagonally across a gap between two sunken hulks, about two-thirds from No. 3 hulk to No. 2, counting from the north bank. While the moorings of this spar were being cut, in company with Lieutenant C. W. Read I sounded the channel about two cables' length below the obstructions. We did not find less than 2½ fathoms water; a slight freshet in the river probably raised it about a foot above its ordinary level.

At 1 a. m. (24th) I went on board the *Fredericksburg* and immediately after she passed through the obstructions with the loss of her port outriggers for torpedo defenses by their coming in contact with No. 2 hulk.

After seeing the *Fredericksburg* through, I directed a light to be placed on the obstructions to guide the squadron through, and returned to the *Virginia* at 1:45 a. m. To my inexpressible mortification I found her aground; ineffectual efforts were made with the aid of gunboats and kedges to get her afloat. At 3:30 o'clock it was reported to me that the *Richmond*, *Drewry*, and torpedo boat *Scorpion* also were aground. The ironclads had been anchored in 5 fathoms water by the stern with kedges and were unfortunately allowed to drag unobserved aground. The reports of the commanding officers of those vessels explain the circumstances of their grounding.

The tide having been at ebb for some hours, and it therefore being impossible to get the vessels afloat before the next flood, I directed the wooden vessels and torpedo boats to take up their anchorage before daylight opposite Battery Dantzler, under cover of a wooded point of land, which would secure them from the observation of the enemy, or at least afford some protection from his fire.

The *Fredericksburg* was now recalled and ordered to take up a position above the *Richmond* to cover, if practicable, the grounded vessels with her broadside.

As anticipated, at daylight the enemy's batteries and sharpshooters on the south side of Trent's Reach, that had been firing upon the

squadron without effect from the time of its arriving in the reach, were now enabled to take deliberate aim. Their fire (the nearest about 800 yards) was chiefly directed at the *Richmond* and the *Drewry*, lying close together and in line. At 7:10 a. m. a shell exploded the magazine of the *Drewry*, blowing her to pieces and covering the deck of the *Richmond* with the fragments. Fortunately, for fear of such a disaster, the crew had been taken on board of the *Richmond* about 15 minutes before the explosion took place, and were thus all saved except two, who were killed, having gone to the torpedo boat *Scorpion*, lying alongside of the *Drewry*. The *Scorpion* was badly damaged by the explosion and was not brought off when the *Richmond* floated, but she subsequently drifted off with the high tide down to the obstructions, where she fell into the hands of the enemy a day or two after.

The first night after the return of the squadron to its present anchorage a party was sent to recover the *Scorpion*, if possible, but the approach to her was guarded by an enemy's gunboat above the obstructions, and our boats could not proceed.

After blowing up the *Drewry* the enemy concentrated the fire of his batteries upon the *Virginia*, and about 10:30 a. m. a double-turreted monitor and a double ender appeared in the lower part of the reach and opened fire at the distance of about 1,600 yards upon the *Virginia*. About this time the *Virginia* and the *Richmond* commenced floating, and by 12:15 p. m. rounded the point above and anchored with the rest of the squadron. The *Richmond* received little or no damage, but the *Virginia* was struck upward of 70 times, many of them blows from the heaviest rifle projectiles and 2 from the monitor; one of the latter, probably a XV-inch solid shot, and another, a rifle 200 pounder; the effect of the last two broke and crushed in the iron, the wooden backing, clamp, stanchions on port side of shield, and on the port quarter made a hole entirely through, 2 feet by 2½ in diameter. The splinter netting no doubt prevented many casualties, only 1 being killed and 2 wounded. The monitor fired about 7 times before we passed from her sight. The *Virginia* received much other damage in shield deck, beams, and carlines, knuckle forward, port lanyards, a gun-deck beam, and in the starting of bolts and armor plates in various parts of the vessel. The smokestack was so badly cut up and the exhaust pipe cut in two as to allow the steam to escape on the spar and gun decks, but it did not prevent the raising of steam. A small Rodman projectile entered her open port quarter port, striking its side, broke a clamp of the forward gun (8-inch rifle), and, passing through the cheek of the carriage, exploded, wounding Lieutenant W. P. Mason and 7 men. None of the enemy's projectiles actually penetrated her shield. The 2 boat howitzers mounted on her shield deck were struck and disabled from indentations.

During the whole time while aground neither the *Richmond* nor the *Virginia* could get a gun to bear upon the enemy. The latter, in rounding head upstream obtained one shot at the monitor with her XI-inch, which was observed to take effect upon her. During the afternoon the monitor retired down the river below the Dutch Gap and disappeared from sight toward Varina.

Although our force was diminished by the loss of the *Drewry* and 1 torpedo boat, and the disabling of another, and the *Virginia* considerably damaged, yet, as her battery, except the 2 howitzers, was not materially injured, preparations and dispositions were at once made to move down the river as early in the night as the tide would serve.

Soon after dark the enemy exhibited a brilliant Drummond light on the south side of Trent's Reach, near the obstructions, which, illuminating the reach, would enable him to direct his fire almost as well at night as by day.

At 9 p. m. the squadron was underway, the *Virginia* leading, down Trent's Reach, when her pilots (Messrs. Edward Moore and Samuel Wood) declared it was impossible to direct the movements of the ship in consequence of the escape of the steam on deck from the damaged exhaust pipe and smokestack, together with the dazzling effect of the Drummond light. The squadron was at once brought to and efforts made by Chief Engineer H. X. Wright to remedy the trouble complained of, in which he only partially succeeded by diminishing somewhat the escape of steam on the upper deck, while it was rendered more dense on the gun deck.

A council of war was called, composed of Commander Kell, of the *Richmond*, Lieutenant Commanding John W. Dunnington, of the *Virginia*, and Lieutenant Commanding F. E. Shepperd, of the *Fredericksburg*, who advised the return of the squadron to its anchorage below Chaffin's Bluff for the following reasons, viz: The escape of steam on deck and the Drummond light blinding the pilots, the loss of the gunboat *Drewry* and a torpedo boat, and the disabling of another and the gunboat *Hampton*, and the enemy being now fully apprised of our movements diminished so much our prospects of success as to render it advisable to abandon the enterprise. Entertaining the same views, I at once made the necessary dispositions to return that night, in reverse order, sending the *Hampton*, disabled by having a piece of chain wound round her propeller, ahead, towed by the *Nansemond* and the *Torpedo*.

At 2:45 a. m. of the 25th the squadron started back and ran the gantlet of the enemy's batteries and sharpshooters from Battery Garnett to near the head of Devil's Reach. No serious damage appears to have been sustained by any of the vessels, although the *Virginia* was struck several times with heavy projectiles, nor were there any casualties, though exposed to showers of Minié balls, upward of 800 reported as having been picked up on the deck of the *Hampton*. The *Virginia*, the rear vessel of the line, reached her anchorage at 7:30 a. m.

The leak of the *Virginia* is now about twice the quantity it was previous to the late movement, having increased from about 2 to about 4 inches in 12 hours.

The *Fredericksburg* since her return leaks badly, requiring the almost incessant working of the ship's pumps to keep her free, making, as she does, from 2 to 3 inches per hour. The ship received a hard blow from a projectile on the fantail forward, which carried away the chain cable and caused the loss of an anchor, but this blow of itself it is scarcely possible could have caused so considerable a leak. Pilots Parrish and Barnes state that they felt the vessel's bottom strike something as she passed through the obstructions and one of them saw pieces of timber rise to the surface alongside; if they are not mistaken, the leak may be traced to this cause.

The safe passage of the squadron twice over the beds of the torpedoes, placed by Lieutenant Kennon, C. S. Navy, at Bishop's and at Howlett's, shows that they must have been washed away by the late high freshet or that they are harmless. If the enemy has torpedoes placed, they were rendered harmless from similar causes, or, if electric, our movement must have been so unexpected as to find him unprepared to use them.

A demonstration was made against the enemy's right by General Pickett, and our batteries keeping up a fire on those of the enemy, operated, no doubt, for our benefit, although the enemy's batteries in Trent's Reach were steadily and continuously directed against our vessels while exposed to their fire.

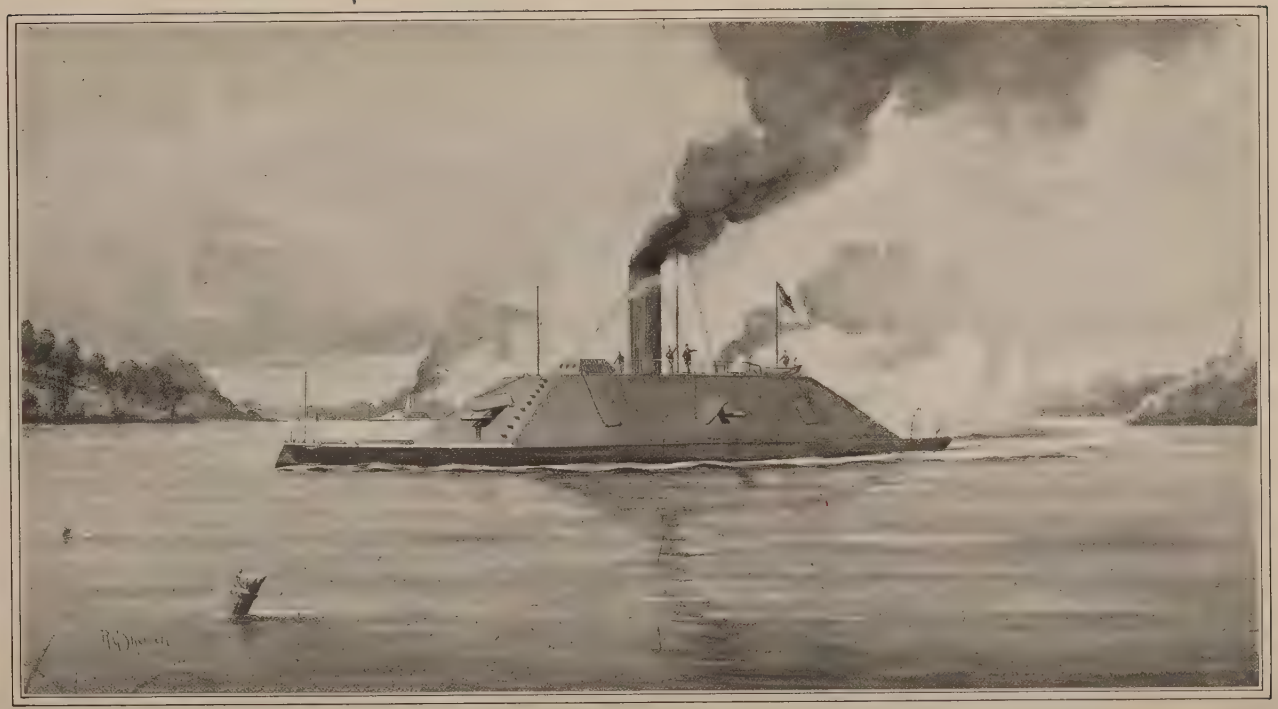
Our first-class pilots have given cause for complaint. Lieutenant Commanding Shepperd complains much of his, on board of the *Fredericksburg;* Lieutenant Commanding C. W. Read complains of Mr. Wood, of this ship, and the *Richmond* and the *Virginia*, being allowed to drag aground after being anchored in 5 fathoms water, is well calculated to keep commanding officers ever anxious for the safety of their vessels, and distrustful of the success of any movement depending upon the skill, coolness, and courage of their pilots. The *Virginia* in going down on the 23d passed so near the south bank as to run the *Torpedo*, lashed to her starboard side, aground, and in coming up on the morning of the 25th she (the *Virginia*), when the fire of the enemy had ceased, was run aground and remained fast for twenty minutes or more near the head of Devil's Reach.

In passing Cox's Landing the *Torpedo*, having been crowded into the south bank, and remaining aground, Lieutenant Commanding W. R. Butt was sent to the *Nansemond* to haul her off, but having tried without success and reported it impracticable, Lieutenant Commanding W. H. Wall was sent with the *Drewry* to perform the service. Much to his credit he got her afloat, and though not requiring much effort, yet he was exposed to a heavy fire of the enemy's sharpshooters, and brought her safely to the squadron after she had been abandoned by her commanding officer, Lieutenant T. P. Bell, with all her crew except Acting Master P. W. Smith, who, with two men, bravely remaining steadfast to his duty, is worthy of special notice. A letter from Lieutenant T. P. Bell, explanatory of his conduct on the occasion, is herewith enclosed; it is not satisfactory to me, and I submit that his conduct be made the subject of investigation.

I am gratified in stating that the commanding officers seconded me with their best efforts, and from their reports of our late movements under the fire of the enemy, the officers and men of their respective commands exhibited the skill and courage the occasion called for. I take pleasure in bearing testimony to the good conduct of my staff, Flag Lieutenant C. J. Graves, Midshipman F. S. Kennett, and my secretary, J. W. Daniel.

Enclosed are the reports of Commander J. M. Kell, of the *Richmond;* Lieutenants Commanding J. W. Dunnington, of the *Virginia;* F. E. Shepperd, of the *Fredericksburg;* W. H. Wall, of the ill-fated gunboat *Drewry;* J. W. Alexander, of the gunboat *Beaufort;* W. R. Butt, of the gunboat *Nansemond;* J. D. Wilson, of the gunboat *Hampton;* C. W. Read, of the steam torpedo boats *Scorpion*, *Hornet*, and *Wasp;* Acting Master P. W. Smith, of the tug *Torpedo*, and of Fleet Surgeon W. D. Harrison, of the casualties, which make a total of 5 killed and 14 wounded.

A copy of the opinion of the council of war held on the evening of the 24th, near Howlett's, is also enclosed. From the examination of the obstructions and the north channel in Trent's Reach, though hastily made, I felt reasonably assured that, but for the unfortunate grounding of the two ironclads, *Virginia* and *Richmond*, the whole squadron would have passed below that night, and, as the enemy was unprepared for the movement, there was every reason to indulge the hope that it would



CONFEDERATE STATES STEAMER RICHMOND.

have been successful. As the result has proved so unfortunate for the public interests, I invite the closest scrutiny into the manner of conducting the enterprise committed to me.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Commander Kell, C. S. Navy, commanding C. S. S. Richmond.

C. S. STEAM IRONCLAD RICHMOND,
Off Chaffin's Bluff, James River Squadron, January 26, 1865.

SIR: I have the honor to report to you that on the 23d instant, at 6:30 p. m., I, in obedience to order, got underway with the gunboats *Drewry* and *Beaufort*, lashed on either side abreast of shield, and torpedo boat *Wasp* towing on starboard quarter of *Drewry*, and took up position in squadron for steaming down the river in first order of battle; all hands were then called to quarters and ship cleared for action. To avoid drawing the fire of the enemy I had the battery run in, port shutters closed and rammer holes stopped up on board the gunboats and torpedo boat *Wasp*. I had all lights covered, and their crews lying close under the bulwarks Near Battery Semmes I was hailed by the torpedo boat *Scorpion*, being aground. Dispatched the *Wasp* to her assistance. The *Wasp* returned, reporting she had hauled the *Scorpion* off. She was immediately after run into by her, carrying away her torpedo pole, thus disabling her for further service as a torpedo boat.* At 8:30 p. m. the enemy's battery at Signal Hill opened on us, all of their shot passing over us, their pickets at the same time kept up a heavy fire of musketry. At 11:45 p. m. anchored in position with a kedge from the stern in 5 fathoms in Trent's Reach, just above the enemy's obstructions. Dispatched Lieutenant Read in the *Beaufort's* boat to report to you for sounding the obstructions. Lieutenant Read returned with orders from you to send the *Drewry* to the assistance of the *Torpedo*, aground near Cox's mill, which I at once did. Immediately after I ordered the *Beaufort* to cast off and take a towline from the *Virginia*, starboard quarter, in obedience to an order received from you. At this time, finding the current setting down strong, and swinging our stern on the north bank, I had a kedge taken out on the starboard quarter. Upon heaving it taut, found that the ship was aground, which I at once reported to you. The *Drewry* then came to my assistance, but in attempting to get her position got aground close on my port quarter. Every exertion to get her off proved unsuccessful, and the enemy's batteries pouring in a heavy fire upon us of shell and shot, besides their mortar batteries throwing with great precision, I felt satisfied that at daylight the *Drewry* would suffer seriously without being able to return the fire. I therefore ordered Captain Wall to proceed on board and report to you his condition. He returned with instructions from you to be governed entirely by my orders. Deeming it proper, I at once abandoned her, taking her crew on board the *Richmond*. This was at 6:55 a. m. of the 24th instant. At 7:10 a. m. the *Drewry* was blown up; the shock felt on board the *Richmond* was terrific. I ordered the crew to keep silence and remain at their

* The *Scorpion* was disabled. See report of Lieutenant Read, p. 684.

quarters, which was observed with prompt obedience, the officers and crew exhibiting great coolness and presence of mind. Up to 11:10 a. m. the ship was struck so constantly by shot and shell that it was impossible to keep account of the number—three times with heavy shot, causing decided shocks and knocking off the heads of bolts, with slight indentures in the shield near starboard bow port and starboard side of stern port. At 11:10 a. m. sprung the ship off by the kedges, and started the engines. When in deep water let go my port bow anchor to swing ship by. At 11:36 a. m. weighed anchor in obedience to your orders and proceeded up to Battery Dantzler for the *Fredericksburg* to return in company and engage the enemy. At this time a heavy shot struck us, carrying away the chain to stern port shutter. At 11:50 a. m. repaired the chain to port shutter, sent a portion of the crew of the *Drewry* to the *Fredericksburg*, with orders to her to proceed and engage the enemy, when I received your further orders to remain at anchor. At 10:15 p. m. I got underway in obedience to your orders to proceed down the river in the order of second line of battle. As we rounded the point at the head of Trent's Reach, discovered the enemy showing a reflecting light of intense power up the reach. At 10:25 p. m. received orders to return to our anchorage. At 1:40 a. m. of the 25th instant got underway and took position in obedience to your order for steaming up the river. From 3 to 4:30 a. m. we were under heavy fire of musketry, and in passing Signal Hill battery were struck twice with shell, one passing through smokestack and the other striking on starboard side of shield. At 7:30 a. m. came to anchor below Chaffin's Bluff. The smoke pipe is much riddled by shell, all of the stays cut away, and the bars to starboard ventilator on shield deck carried away. I take pleasure in stating that the officers and crew behaved with the greatest coolness while exposed to the heavy fire from the enemy's batteries, and their conduct throughout in the prompt obedience of orders meets with my highest approbation.

I have the honor to be, sir, very respectfully, your obedient servant,

JNO. MCINTOSH KELL,
Commander, Provisional Navy C. S.

Flag-Officer JOHN K. MITCHELL,
Commanding James River Squadron.

Report of Lieutenant Dunnington, C. S. Navy, commanding C. S. S. Virginia, regarding the operations of that vessel.

C. S. S. VIRGINIA,
Off Chaffin's Bluff, January 25, 1865.

SIR: In obedience to orders this vessel got underway at 7 p. m. on the evening of the 23d instant and took her position in the first order of battle and proceeded down the river with the squadron.

The gunboat *Nansemond* was lashed on port beam abreast of shield; the steamer *Torpedo* on starboard beam abreast of shield, and the torpedo boat *Scorpion* on starboard quarter. As soon as the ship was underway the crew was called to quarters and every preparation made for action.

Deeming it advisable in passing the enemy's batteries and pickets, the guns were run in and the port lids triced up, and all lights covered.

When just above Dutch Gap Canal, about 8:30 p. m., the steamer *Torpedo* grounded on south side and parted her lashings; the gunboat *Nansemond* was cut adrift and sent to her assistance.

At 10 p. m. the vessel had reached the head of Trent's Reach, not having been hit by any of the enemy's artillery.

At 10:40 p. m. anchored by a kedge from port quarter, while a boat was sent to make observations and cut away obstructions.

At 11 p. m. the *Nansemond* returned and was made fast on port beam.

About 12 the ship was found to have swung closer inshore and grounded; the kedge was immediately weighed and effort made to work off with the engine and use of gunboat *Nansemond*. Failing in getting the vessel off, the *Beaufort* was called to our assistance. All efforts to tow the ship off proving ineffectual, at 3:30 a. m. a kedge was taken out on starboard quarter, but came partly home when a heavy strain was brought on the hawser. In this condition it was decided to remain until the tide would enable us to get afloat.

January 24, about12:30 a. m., the steamer *Torpedo* reported for orders.

At 7:30 a. m. received a shot on starboard side forward that started timbers on berth deck. Repaired the same as soon as possible.

At 8 a. m. pendant of starboard bow port was shot away. At 8:15 a. m. the pendant for port bow port was shot away. Repaired it, and triced up port again.

At 8:35 a. m. a heavy shell struck iron grating over gun deck, breaking it in and crushing timbers. Shored up timbers.

At 9 a. m. received a shot on starboard hawse pipe that loosened it.

At 9:15 a. m. exhaust pipe was shot away.

At 9:30 a. m. smoke came from shield deck. Water was thrown on and hose turned on it, which stopped the smoke.

At 9:55 a. m. the smokestack was hit by a shell. During all this time it had been frequently struck by fragments of shell and was completely riddled. Most of the stays were also carried away.

At 9:40 a. m. a heavy shot struck the ship, jarring her from stem to stern.

At 9:45 a. m. smokestack struck by another shot, and one struck shield forward that shook the vessel.

At 10 a. m. a heavy shot struck the knuckle forward on starboard side that broke off the iron.

At 10:10 a. m. smokestack struck twice.

At 10:15 a. m. struck by two shots, one hitting just over starboard bow port, the other over starboard broadside port.

At 10:17 a. m. smokestack, hurricane deck, and knuckle forward on starboard side all hit.

At 10:20 a. m. a shell struck and exploded in forward bow port, wounding one man.

At 10:20 three shots struck vessel in quick succession, one of which jarred the vessel from stem to stern.

At 10:30 a. m. a small shell struck starboard bow port, glanced inboard, struck starboard compressor of bow gun and exploded, wounding Lieutenant Mason, and 7 men slightly, filled gun deck with smoke. This shell passed entirely through starboard side of gun carriage before exploding. At 10:32 a. m. ship was found afloat, weighed the kedge; at 10:35 a. m. got underway, swinging ship. A heavy shell struck forward, glancing over shield and bursting near smokestack.

At 10:40 a. m. fragments of shell struck smokestack, two shells bursting over shield deck.

At 10:55 a. m. shell struck forward.

At 11:15 a. m. struck by a heavy projectile on port quarter, which broke the iron and crushed in the woodwork, bent stanchions inboard.

At 11:20 a. m. headed upstream.

At 11:30 a. m. a heavy shot struck on after part of shield between after center and port ports, breaking the iron and crushing the woodwork completely in, making a large hole through. One man was killed and 2 wounded by the concussion and splinters. Steamed up the river under heavy fire of the batteries and one monitor.

At 11:38 a. m. fired a 5-second shell from the after gun at the turreted monitor.

At 12:15 p. m. came to anchor at Battery Dantzler, with starboard anchor.

Three men detailed from this vessel to go in torpedo boat *Scorpion* were blown overboard; two are still missing, supposed to have been killed. One was wounded, but swam to the ironclad *Richmond*. Up to this time the number of shots could not be noted, but the marks indicate upwards of seventy-two shots.

After anchoring at the battery, left quarters, cleared up ship, and landing the wounded and dead.

At 9:15 p. m. got underway in the second order of battle. At 9:40 p. m. rounded to, head upstream, about the head of Trent's Reach, keeping the ship under steam in the same position.

The pilots reported the escape of steam from escape pipe so badly blowing over and around the pilot house that they could not see to steer the ship. Made an effort to repair it. Observed the enemy had lighted a large Drummond light that reflected up Trent's Reach and on obstructions.

January 25.—At 2:45 a. m. steamed up river, went to quarters, ports triced up and guns run in.

As we steamed up river the enemy opened on us with heavy artillery and musketry, inflicting no damage.

Off Signal Hill two shots struck us, one from a light gun hitting the shield, and a very heavy one striking on port counter, jarring the ship greatly and knocking off the heads of a few bolts.

At about 5:30 a. m. the vessel grounded, upper part of Devil's Reach. I immediately got a kedge ready to send out, but at 5:50 a. m. the ship swung off.

When passing obstructions in Kingsland Reach, the ship struck one of the obstructions.

At 6:45 a. m. came to anchor below Chaffin's Bluff. The conduct of the officers and men has been all that could be desired. During the time we were under fire and receiving serious damage I found them all at their stations and cool and prompt in obeying orders.

I herewith enclose the surgeon's report.

I am, sir, very respectfully, your obedient servant,

JNO. W. DUNNINGTON,
Lieutenant, Commanding.

P. S.—I neglected to mention that about 10:15 a. m. a double-turreted monitor, accompanied by a double-ender, made their appearance, coming upstream. At 10:35 the monitor rounded to, head across stream, presenting broadside to us at a distance of 1,500 or 2,000 yards. The double-ender stopped a little below her. The monitor opened on us, and I am of the opinion that the two most damaging shots, one aft on port side of shield, and one between after port and port quarter port, were fired from the monitor.

J. W. D.

Report of Chief Engineer Wright, C. S. Navy, regarding damages sustained by the flagship.

C. S. IRONCLAD VIRGINIA,
James River, January 25, 1865.

SIR: I have to report that in an expedition down the river against the enemy on the 24th instant the smoke and escape pipes of this vessel received such damage from the fire of the enemy's batteries and monitors as will render it necessary to replace their upper portions with new sections.

I am, very respectfully, your obedient servant,

H. X. WRIGHT,
Chief Engineer, C. S. Navy.

Lieutenant J. W. DUNNINGTON, C. S. Navy,
Commanding.

Report of Lieutenant Shepperd, C. S. Navy, commanding C. S. S. Fredericksburg.

C. S. IRONCLAD FREDERICKSBURG,
Off Chaffin's Bluff, James River, January 25, 1865.

SIR: I have the honor to report that at 6:45 p. m. on the 23d instant, with the gunboat *Hampton* and the torpedo boat *Hornet* alongside of this ship, she proceeded down the river, followed by the rest of the squadron, according to instructions previously received.

Passing over and with safety the reported locality of all the torpedoes (36 in number) placed in the river by Lieutenant Kennon, and with the same success, through the ordeal of occasional artillery and almost incessant musketry fire, the ship arrived and anchored at 9 p. m. off Point of Rocks, Trent's Reach, to wait the coming up of the other vessels of the squadron.

The rest of the squadron coming up, I got underway at 9:40 and proceeded in the direction of the obstructions below, and in obedience to your orders, anchored about 50 yards above them, while a passage was being sounded out, and a spar removed which extended from one of the hulks, at an angle of about 30 degrees across the passage.

A channel being found to exist between this and another hulk on the north side, but the spar not removed, I got underway and ran the ship through at 1:30 a. m. (24th instant).

In going through the passage, three of the ship's outriggers on the starboard side were torn off by the spar above mentioned and nearly all on the port side by the upper hulk.

Both pilots and one or two officers of the ship concur in a statement that as we passed through they felt the ship strike something apparently underneath the water and observed pieces of timber come to the water's edge close to the ship's side.

To this may be attributed the fact that since that time the ship has leaked much more than previously, making between 2 and 3 inches of water per hour.

I think the leak is forward on the port side. After passing through the obstructions, anchored about 100 yards above the south mouth of the Dutch Gap Canal, head down the river. Anchored with a stern kedge. The *Hampton* followed and came alongside.

While at anchor an annoying mortar fire was directed at us by the enemy; only two shells struck the ship, doing no damage.

Finding that the rest of the squadron was not following me, I communicated with you and was pained to learn that the flagship and the

Richmond were aground, and in obedience to your instructions I returned through the obstructions and anchored above Battery Dantzler, where the ship was occasionally fired upon by the enemy's batteries, one shell striking upon the forecastle, cutting away the port cable.

About 11 a. m. I visited Battery Dantzler, and discovering a monitor and several smaller vessels of the enemy coming up I returned to the ship with a view of going to your assistance.

Upon getting on board the ship I discovered the *Richmond* coming up, and in obedience to the orders of Commander Kell I hove short and made every preparation to attack the enemy.

I received a similar order from you when the *Virginia* came up soon after; which order was countermanded on account of the falling tide.

In obedience to previous instructions (the flagship and the *Richmond* having proceeded down the river with the intention of executing the plans of the previous night) I was getting underway at 10 p. m., when I received orders from you to keep fast.

Under the unfortunate circumstances existing at the time on board the *Virginia*, it was decided necessary for the squadron to return to Chaffin's Bluff; accordingly at 2:30 a. m. to day I got underway and returned to this point in obedience to your orders.

The enemy fired upon the ship with musketry and artillery whenever she was in range.

The officers and men on board behaved remarkably well, all evincing the utmost zeal in the enterprise in which we were engaged.

I regret to be compelled to state that Pilot Lewis Parrish rendered but little service and was not, in my opinion, sufficiently cool under the fire of the enemy's sharpshooters.

Pilot William Skinner (a brave and cool man) rendered important aid to Pilot Barnes in returning to this point this morning.

The advanced age of Pilot Parrish may be regarded as a partial excuse for his timidity under circumstances of danger.

Very respectfully, your obedient servant,

F. E. SHEPPERD,
Lieutenant, Commanding.

Flag-Officer JOHN K. MITCHELL, Provisional Navy C. S.,
Commanding James River Squadron, Flagship Virginia.

Report of Lieutenant Wall, C. S. Navy, commanding C. S. S. Drewry.

C. S. S. VIRGINIA,
James River Squadron, January 25, 1865.

SIR: I have the honor to submit to you the following report of the part borne by the C. S. gunboat *Drewry* under my command in the advance of the squadron down the river on the night of the 23d January, 1865.

My vessel, agreeable to your orders, was made fast on the starboard side of the C. S. S. *Richmond* and moved down the river at early dusk. I remained alongside of the *Richmond* until she was at anchor below Battery Dantzler and above the enemy's obstructions. Receiving an order from you to proceed up the river, where the steamer *Torpedo* was ashore, and tow her off if possible, I cast loose from the *Richmond* and proceeded up the river, finding the *Torpedo* on the south bank, just above the Dutch Gap Canal. I sent a hawser to her and made it fast

to her stern, and succeeded without any difficulty in getting her afloat. The enemy opened fire from the north bank with their sharpshooters upon me all the time I was engaged towing her off. The officer in charge of her, Acting Master Smith, informed me that there was no one on board to assist him; I therefore sent on board to him one of my engineers and several men, telling him to get up steam and report to you. I kept him in tow until I got to Battery Dantzler, when he had steam sufficient, and I cast him off. I then reported to Captain Kell, of the *Richmond*, who informed me that he was aground and that he wanted me to come up on his port quarter and try and get him off more in the stream. In attempting to get the position ordered my vessel grounded. It was then ebb tide. The *Beaufort* and *Nansemond* both assisted me, but to no advantage I tried to haul her off with a kedge, but could not succeed. After exhausting every means at my disposal to get her afloat, and daylight approaching rapidly, I reported to you the situation of the vessel. Knowing the exposed condition of the vessel at daylight to the enemy's batteries and the unprotected state of her magazine, shell room, and boilers, and also that I would not be allowed to work my guns in daytime by the enemy's sharpshooters, who were abreast of me, I suggested to you the propriety of avoiding loss of life by removing the crew on board of the *Richmond* before daylight. After directing me to put a kedge out from her quarter, you informed me that if Captain Kell thought it proper to take me on board of the *Richmond*, to do so, but that you disliked to leave the vessel without making any resistance. After I informed Captain Kell of your order he directed me to put out a kedge and also to make a hawser fast to him from my bow, which I did; he then gave me boats to remove my crew, which was accomplished just at daylight. I then went over the ship and put out all lights, saw that the steam was down and the fires banked, when I left the vessel, leaving everything on board except the small arms the men had on and the signal book.

I do not think I had been from her more than fifteen minutes when a shell pierced her magazine and blew her into pieces, leaving nothing but a mass of ruins.

I reported the officers and men as well as myself to Captain Kell for whatever duty he might assign them. Shortly afterwards I received orders from you to report to Lieutenant Commanding Dunnington, of the *Virginia*, for duty with 24 men and Master's Mate L. L. Foster.

The small arms of the men I ordered to be turned over to the vessels upon which they were placed. I forwarded you a complete list of the officers and crew this morning and where they were placed.

I have to report the killing of two of my men by the explosion of the vessel. They volunteered their services to Captain Kell to bring to the *Richmond* the crew of the *Scorpion*, which was aground near by and exposed to the fire of the enemy's sharpshooters, and as I have been unable to hear from them, I think they were killed by the explosion. Their names were Thomas Moody (landsman) and J. W. Grice (landsman). I take pleasure in stating that both officers and crew did their duty to my satisfaction.

I have the honor to be, very respectfully, your obedient servant,

W. H. WALL, Provisional Navy C. S.,
Lieutenant, Commanding.

Flag-Officer JNO. K. MITCHELL,
Commanding James River Squadron.

Report of Lieutenant Alexander, C. S. Navy, commanding C. S. S. Beaufort.

C. S. S. BEAUFORT,
James River Squadron, off Chaffin's Bluff, January 25, 1865.

SIR: In obedience to orders from you, we got underway on the evening of the 23d instant and proceeded down the river alongside of the steamer *Richmond* below Dutch Gap and anchored under Battery Garnett; remained at anchor all day. After towing several vessels off which were aground, proceeded up the river and anchored off Chaffin's Bluff.

The conduct of every man on board was highly gratifying to me. We were struck a great many times, being subjected to a severe fire of musketry. None of the officers or crew sustained any injury.

Very respectfully,

J. W. ALEXANDER,
Lieutenant, Commanding.

Flag-Officer JNO. K. MITCHELL.

Second report of Lieutenant Alexander, C. S. Navy, commanding C. S. S. Beaufort.

C. S. S. BEAUFORT,
James River, January 26, 1865.

SIR: In obedience to orders received from you, this vessel was lashed on the port side of the ironclad *Richmond* on the evening of the 23d and proceeded down James River, arriving off Battery Dantzler about 11 o'clock p. m. Here we cast off from the *Richmond* and attempted to tow off the *Virginia*, then lying aground in Trent's Reach, but without success. We then attempted to tow off the *Drewry* and were also unsuccessful. We then towed off the torpedo boat *Scorpion*, which was foul of the *Virginia's* hawse. After this I was ordered to tow off the steamer *Torpedo*, and after a great deal of difficulty succeeded in clearing her of the *Virginia's* outriggers. Finding that my efforts to get the *Drewry* off were unavailing, and daylight approaching, in obedience to orders from you I proceeded up the river and anchored at daybreak off Osborne's Landing. Here we remained at anchor during the 24th until dark, when we got underway and proceeded down Trent's Reach to rescue the torpedo boat *Scorpion*, she having been abandoned. Lieutenant C. W. Read having decided that we could do nothing, we proceeded up and retook our position off Battery Garnett. Our torpedo pole working with a goose neck, on being lowered, came alongside, despite every effort to keep it in its proper position with the guys, and compelled me to cut it away to prevent its blowing up this vessel. The spar torpedo pole, however, was immediately got in position ready for use. At 10 p. m. we again [got] underway and proceeded down the river (arranging the spar torpedo pole having prevented me going sooner). It having been decided to return up the river, we proceeded up, and we were ordered to tow the *Hampton*, then in a disabled condition, but before getting alongside the order was countermanded, and we towed off the torpedo boat *Wasp*, then aground off Battery Garnett, after which we proceeded up the river, and at 6 a. m. of the 25th anchored off Chaffin's Bluff. This vessel was struck a great many times by sharpshooters, but we sustained no material damage. The smokestack is badly riddled and will need repairs when this vessel goes to the city. I am happy to announce that no casualties occurred on board. It is gratifying to me to state

that all the officers and crew of this vessel behaved with great coolness, and notwithstanding their great fatigue were under arms constantly, ready to perform whatever duty was required of them. I desire to call your attention to the zeal of Second-Class Pilot W. H. Carlon, who walked from Richmond and joined this vessel on the afternoon of the 24th off Battery Garnett.

Very respectfully, your obedient servant,

J. W. ALEXANDER,
Lieutenant, Commanding.

Flag-Officer JNO. K. MITCHELL,
Commanding James River Squadron.

Report of Lieutenant Butt, C. S. Navy, commanding C. S. S. Nansemond.

C. S. GUNBOAT NANSEMOND,
James River Squadron, January 26, 1865.

SIR: I have the honor to report that in compliance with your orders at 5:30 p. m. on Monday, the 23d instant, I got underway in this vessel, steamed up to the flagship *Virginia*, and made fast to her port side. At 6:30 p. m. called all hands to quarters and cleared for action, stationing sharpshooters along the port side, close in to the hammock nettings. At 7:20 p. m., everything being in readiness, we moved down the river, meeting with no opposition until nearly abreast of Signal Hill battery, when the enemy's pickets opened upon us. As it was our intention to pass down unobserved, I did not reply to them. At 9:30 p. m., when just opposite the Dutch Gap Canal, you ordered me to cast off and go to the assistance of the steamer *Torpedo*, which was aground on the south bank, 200 yards above. I immediately steamed for her, sent a boat with a hawser and orders to make it fast, hailing Lieutenant Bell, her commander, and telling him I would attempt to haul him off. After expending half an hour and parting my only hawser, Lieutenant Bell came on board and reported to me that his vessel had only 3 feet of water under her amidships, and that his bow was high and dry in the bushes; that it was useless to lay by him any longer, as it was impossible to get him afloat. Under the circumstances and from the fact of the enemy's holding the country surrounding him, I advised him to send on board of me everything he wished saved, to bring on board all of his crew with the exception of three men and an officer, and I would take him down to report the case to you. He replied he would not desert his vessel, but would send me an officer and most of his men, and would communicate with the shore batteries, if possible, nearest him, for assistance, and for me to hasten to inform you of all, that you might dispatch a torpedo boat up to him with further instructions. I continued down the river at 10:30 p. m., joining the squadron at the obstructions below Howlett's, reporting to you substantially as above. From 1 a. m. to 4 a. m., the flagship being aground, I was employed in endeavoring to get her afloat, being under fire of the enemy's shore batteries the whole time. I then proceeded to assist the *Drewry*, which also was aground some 500 yards above, and worked at her until daylight without success, when the enemy's sharpshooters from the south bank opened upon us, and receiving instructions previously to steam up the river out of sight of the enemy at daylight, I left her to her fate, and anchored, in company with the wooden gunboats and the *Fredericksburg*, nearly opposite Battery Dantzler, being

exposed, however, to the enemy's fire until noon of that day. At 8:30 p. m. repaired on board the flagship and was ordered by you to picket the river half a mile above. At 9 p. m. received orders for the night and prepared to execute them. At 10:30 p. m. Lieutenant Commanding Shepperd came alongside and countermanded the night orders, instructing me to stand by to tow the steamer *Hampton*, which was disabled. At 2 a. m. steamed alongside of and made fast to the starboard side of the *Hampton*, the steamer *Torpedo* being lashed to the port side, with orders to tow the *Hampton* up to Chaffin's Bluff. At 2:30 a. m. stationed my sharpshooters along the deck in order to meet any movement of the enemy via Dutch Gap Canal. Got underway and proceeded up the river. When just above Battery Garnett the enemy's sharpshooters opened upon us from the north bank, which, as we advanced, became so severe as to preclude the possibility of a man showing himself above the hammock nettings to return the fire. Before reaching Signal Hill, sharpshooters (enemy's) on the south bank opened, those on the north bank firing by battalion as a cover to a field battery posted on the brink of the hill, which next opened, together with a mortar battery in the vicinity of Crow's Nest and the Signal Hill battery proper. It seems almost miraculous that we should have passed through this fiery ordeal unharmed. At 4:40 a. m. we reached our anchorage at Chaffin's Bluff. The conduct of the officers and men was unexceptionable, and although exposed to the fire of musketry and heavy guns from the time of passing Signal Hill, 9 p. m., Monday, until reaching Battery Semmes, at 4 a. m., Wednesday, I am happy to report no casualties. To the coolness and skill of Mr. Turner, the pilot, I attribute the safe passage of the three wooden gunboats up the river mainly due, and I would respectfully recommend him to your consideration. The engineers' department deserves much credit for their untiring zeal and prompt execution of orders. The vessel is in the same condition as when she was inspected two weeks ago, save the riddling of the funnel, quarter boats, and hammock nettings with Minié balls and fragments of shell. The iron casing to the pilot house formed an admirable protection for the helmsman against sharpshooters.

Very respectfully, your obedient servant,

WALTER R. BUTT.

Flag-Officer J. K. MITCHELL,
Commanding James River Squadron.

Report of Lieutenant Wilson, C. S. Navy, commanding C. S. S. Hampton.

C. S. GUNBOAT HAMPTON,
Off Chaffin's Bluff, January 25, 1865.

SIR: In obedience to orders this vessel went alongside the *Fredericksburg* at 6 p. m. on the evening of the 22d and remained until the following evening. At 6 p. m. on the 23d we proceeded down the river and anchored abreast of Battery Semmes to await the arrival of the fleet. At 7:10 p. m. got underway and steamed down the river. When abreast of Signal Hill the enemy's sharpshooters commenced firing and continued until we had passed Dutch Gap. We proceeded down the river until near the enemy's obstructions and came to with our port anchor. The *Virginia* ran close aboard of us in the darkness before being perceived, and we were forced to slip to avoid collision, thus losing both anchor and chain. At 1 p. m. passed the

obstructions and steamed down the river (the enemy keeping up a brisk fire of artillery and musketry) and went alongside the *Fredericksburg* below the Signal Tower, where we stopped the engines to await the arrival of the fleet. At about 3:50 a. m., in obedience to orders from Lieutenant Shepperd, commanding, returned to the obstructions, which we repassed at about 4:15 a. m. Communicated with the flagship and came to near Battery Garnett, in a position sheltered from the enemy's fire. At 8 p. m. on the evening of the 24th instant, in obedience to your order, I got underway and picketed the river from the Howlett house to the obstructions until 9 p. m., when I stood up the river and reported to the flagship for orders. In passing down the river in order to anchor near the obstructions and place a light thereon, I was hailed by the flagship and ordered to return up the river. In turning we were fouled by the *Virginia's* chains and our propeller rendered useless. At 2:35 a. m. the *Hampton* was towed up the river by the *Torpedo* and *Nansemond*. While near Signal Hill we were subjected to a heavy and continuous fire of all arms from the northern bank only. Came to opposite Chaffin's Bluff at 5:20 a. m. The starboard quarter boat was lost in passing the enemy's obstructions the first time, and this, together with the loss of the port anchor and chain, were the only losses sustained by this vessel. Mr. W. W. Skinner, pilot, was wounded by a musket shot. The conduct of the officers was very satisfactory and I respectfully desire to mention favorably Master's Mate Mason for his coolness and promptitude in manning boats and in performing other duties while under heavy fire.

I have the honor to be, your obedient servant,

JOS. D. WILSON,
First Lieutenant, Commanding.

Flag-Officer J. K. MITCHELL,
Commanding James River Squadron, Provisional Navy C. S.

P. S.—I may mention as an instance of the severity of the enemy's fire that 810 balls and slugs were found on the deck of the *Hampton* after she had anchored near Chaffin's Bluff. These shots were received between Batteries Garnett and Semmes.

Very respectfully, etc.,

JOS. D. WILSON,
First Lieutenant, Commanding.

Report of Lieutenant Read, C. S. Navy, commanding torpedo boats.

JAMES RIVER SQUADRON, *January 25, 1865.*

SIR: On the night of the 23d instant, when the squadron proceeded down the river, the torpedo boats under my command were, in obedience to your orders, stationed in the following order: The *Hornet* on the port quarter of the *Fredericksburg*, the *Scorpion* on the starboard quarter of the *Virginia*, and the *Wasp* on the starboard quarter of the *Richmond*.

When the squadron passed the Point of Rocks the *Scorpion* was directed by you to cast off and sound the bar in Trent's Reach, and to examine the obstructions. Pilot Wood, of the *Virginia*, was sent with me in the *Scorpion*. We proceeded to sound the bar, but when we arrived at the obstructions the enemy opened upon us with musketry and a small mortar, and the pilot declined to sound farther, saying that he was satisfied that the channel was not open, and he became very insubordinate because I would not send him back to the *Virginia*. I

steamed up to the *Fredericksburg* and got her skiff and pilot. I then dropped the *Scorpion* down near the obstructions, and, taking with me in the skiff both pilots, I sounded through and across the north channel and examined the obstructions. I found 3 fathoms of water through the channel. A large spar was anchored diagonally across the channel, the upper end being secured to the sunken vessel on the south side of the channel and the lower end anchored near the middle of the channel; the spar was also anchored by the middle. I steamed up in the *Scorpion* to the *Virginia* and reported the result of the examination to you. In obedience to your instructions I took two armed cutters and went down for the purpose of cutting the chains by which the spar across the channel was anchored. I conveyed to the commander of the *Fredericksburg* your order for him to get underway and push through at once. The *Fredericksburg* went through the obstructions before we had finished cutting the chains, but she did not strike the spar. You were then at the obstructions in a small boat, and ordered me to go on board the *Hampton* and run her against the spar, then to place a light on the vessel on the north side of the channel. I proceeded up in the *Scorpion*, but not finding the *Hampton* where she had at first anchored, I concluded that she had gone through, and I proceeded down in search of her, but it was so dark under the south bank that I could not find her. I did not look long, however, as I thought it best to get a light on the obstructions as early as possible. I accordingly steamed up to the *Virgina* for a lantern. When I reached the *Virginia* I found her aground and was informed by you that the squadron would not go through that night. In coming alongside of the *Virginia* the *Scorpion* was pushed against one of the *Virginia's* outriggers by a hawser which led from the starboard quarter of the *Virginia* to the *Beaufort*. The torpedo pole and torpedo were carried away. The torpedo was towed ashore, secured, and delivered to the steamer *Torpedo*. When the *Scorpion* got clear I ordered her up the river to the *Richmond*. You directed me to get my boats under Battery Dantzler before daylight. I got on the *Hornet* and proceeded up toward the *Richmond*. Just below the *Richmond* the *Scorpion* was found aground. I endeavored to get to her in the *Hornet*, but could not on account of the shoalness of the water. I went up to the *Richmond* and ordered Master's Mate Matherson, in the *Wasp*, to go to the assistance of the *Scorpion*. The *Wasp* could not pull her off, but got ashore herself, but succeeded in getting off in a few minutes. I directed Lieutenant Lakin to use every exertion to get his boat afloat by daylight, but if he failed to get her off before that time to get his men out of range of the enemy's sharpshooters. Just as day was dawning I got the *Hornet* and the *Wasp* under Battery Dantzler.

When the *Drewry* exploded the *Scorpion* was much strained and leaked badly. Lieutenant Lakin was severely, but I trust not dangerously, wounded. Firemen William Cooper and William Shailer were killed. G. W. Edwards was badly wounded and W. Council slightly wounded.

After dark on the 24th I proceeded down the river in the *Beaufort* for the purpose of towing off the *Scorpion*. It was blowing so fresh that the *Beaufort* was unmanageable. A small boat was sent to the *Scorpion* and found much water in her. The enemy turned his Drummond light on the *Scorpion* and his sharpshooters prevented us from getting to her again. I reported her condition to you.

I have to report that all the officers and men under my command performed their duty well.

I enclose the reports of the officers commanding the *Hornet* and *Wasp*, which speak for themselves.

Very respectfully, your obedient servant,

C. W. READ, C. S. Navy,
Lieutenant, Commanding Torpedo Boats.

Flag-Officer JOHN K. MITCHELL, C. S. Navy,
Commanding James River Squadron.

Report of Master Blanc, C. S. Navy, commanding torpedo boat Hornet.

JAMES RIVER SQUADRON, *January 25, 1865.*

SIR: In accordance with your orders I took charge of the torpedo boat *Hornet* on the afternoon of the 23d and reported to Lieutenant Commanding Shepperd as a tender on the *Fredericksburg*. I started down in tow, but after going 2 miles was ordered to return in search of the flagship to ask for further orders. Reaching the *Virginia*, I was directed by the flag-officer to continue up to find the *Richmond*. Having fulfilled these orders, I once more turned to go to the *Fredericksburg*, but in attempting to pass the *Virginia* grounded and was obliged to await assistance from the *Richmond*, still some distance above. I was finally towed off by the *Wasp*, and again started down and passed Signal Hill before I arrived at the *Fredericksburg*. Below Howlett's house battery the *Hornet* was exposed to a heavy fire from sharpshooters on the south bank, but received no hurt. When the *Fredericksburg* passed through the obstructions I was ordered to attend and then return to report her safe passage to the flag officer, after doing which I was directed to tell the *Richmond* to get underway and follow the flagship through the obstructions. On returning near the *Virginia* I found her ashore and was hailed from her to come alongside. In attempting to do so I grounded, but soon got off and secured to the port quarter of the *Virginia*. The flag-officer now directed me to await orders where I was. While waiting you took charge of the *Hornet* (the *Scorpion* being injured) and left me on board the flagship, where I remained until she got off on the 24th instant. The crew of the *Hornet*, whilst under my charge, behaved well and like brave men. Mr. Billups, master's mate, the only officer with me, deserves great credit for the manner in which he fitted out the *Hornet* before my going on board. He had taken every step to render her effective and had attended to her complete equipment with all necessary arms, torpedoes, etc., and was of most essential service whilst below under fire from the enemy's guns.

I am, respectfully, your obedient servant,

SAMUEL P. BLANC,
Master, Provisional Navy C. S.

Lieutenant Commanding C. W. READ.

Report of Master's Mate Matherson, C. S. Navy, commanding torpedo boat Wasp.

JAMES RIVER SQUADRON, *January 25, 1865.*

SIR: On the night of the 23d instant, in obedience to your instructions, I reported to Commander Kell, of the *Richmond*, with the torpedo boat *Wasp*. I accompanied the *Richmond* down the river. When we were near Battery Semmes I went to the assistance of the *Hornet*, which was aground, and soon succeeded in getting her afloat.

Just before day, in obedience to an order from you, I endeavored to tow the *Scorpion* off the shore, but did not succeed; we grounded, but got off again in a few minutes.

I thought it hazardous to go near the *Scorpion*, and therefore went up to the *Richmond*, where you ordered me up to Battery Dantzler.

All the men under my command behaved well.

Very respectfully, your obedient servant,

J. W. MATHERSON,
Master's Mate, C. S. Navy.

Lieutenant C. W. READ, C. S. Navy,
Commanding Torpedo Boats, James River Squadron.

Report of Lieutenant Bell, C. S. Navy, commanding C. S. S. Torpedo.

C. S. NAVAL HOSPITAL,
Richmond, January —, 1865.

SIR: In obedience to your command to make a written statement regarding my conduct whilst in command of C. S. S. *Torpedo* on the night of the 24th instant, I shall endeavor to make a truthful statement, hoping that I shall be able to clear myself from any blame that I may be accused. I am aware that there may be rumors against my conduct, but my own conscience clears me from all blame. My leaving the ship at the time I did was unavoidable. From the time that the steamer grounded I endeavored to ascertain by sounding with lead entirely around the vessel, and found the water less by 1 foot under her stern than the steamer drew; she was lifted out of the water her whole length—bows entirely on the bank, and heeled over to starboard. It was my impression, after making a careful investigation of the position of the steamer, that it would be impossible to get her off. In fact, it was the impression of all on board. We grounded at about 8:30 p. m. At 9 p. m. the gunboat *Nansemond*, Lieutenant Butt commanding, came up to assist in getting us off. We succeeded in getting a hawser fast and attempted to haul her off with the assistance of the *Torpedo's* engines working hard to back. I found she did not move. The pilot of the *Nansemond* said that it was high water. Then I was firmly convinced that she could not be gotten off under the circumstances. I then advised with Lieutenant Butt and his officers. They advised me to send my crew on board of the *Nansemond*, first destroying my torpedoes and all other property which would be serviceable to the enemy. I concluded to send all of the crew but four men to the squadron, which I did, and wait until I heard from you. I told Lieutenant Butt if I did not hear from you after sufficient time for him to communicate with the flagship I would take it for granted I was left to use my own discretion. The *Nansemond* left at 9:30 p. m. I endeavored to ascertain if the enemy were on the south side of the river, as there were several camp fires near us, but no one at them. I then heard a noise as if boats were shoving off from the north bank, and fearing that the enemy would cross and take the vessel, I ordered the torpedo taken off and sunk. I also had the ammunition of the gun and small arms destroyed; also destroyed the whisky. I could distinctly see the enemy collecting on the north side of the river. I sent two men to communicate with our pickets if possible; they did not return, being detained. At 1:30, after midnight, the *Drewry* came up to haul us off. I had despaired of hearing from you, thinking you had succeeded in passing the obstructions.

The *Torpedo* lay as before. I sounded often and found the water had fallen considerably. I took a line from the *Drewry*, gave the order for her to go ahead, started forward to see if the *Torpedo* started off. At that moment the enemy opened a heavy fire with musketry. I endeavored to shelter myself by stepping on the guards or outside of the vessel, and by so doing place the rail of ship between me and the enemy, as the house was no shelter. In so doing my foot slipped and I was precipitated overboard. I found the vessel had started off. I caught by one of the torpedo guys, but from being so weak from sickness I could not regain the steamer; had to let go and swim on shore. I endeavored to join the ship by going down the bank, but found the enemy had crossed on the south side—had to turn back. I did not know anyone else had gotten ashore. I did not give any order for the men to leave the ship, and left myself against my will. I ordered the crew to shelter themselves until the enemy stopped firing. I then took the men to Battery Semmes; could not get any farther myself, having a chill. I sent the men to the squadron as soon as I could, intending to follow as soon as I was able. I hope, sir, this statement may meet with your kind approbation. At the same time, hope, when I am allowed the honor of seeing you, I will be able to clear every doubt of my loyalty and willingness to serve the Confederacy in any way.

Very respectfully, your obedient servant,

THOS. P. BELL,
Second Lieutenant, Provisional Navy C. S.

I allowed the steam to go down after I thought I would not hear from you and would have to destroy the vessel.

Flag-Officer JNO. K. MITCHELL,
Commanding James River Squadron.

Report of Acting Master Smith, C. S. Navy, commanding C. S. S. Torpedo.

C. S. S. TORPEDO, *January 25, 1865.*

SIR: I am sorry to have to report that night before last, when on our way down to attack the enemy (when nearly abreast of Dutch Gap Canal), that the *Torpedo* was fast alongside the *Virginia* and grounded. Steamer *Nansemond* came up to try and haul us off, but failed. Lieutenant Commanding T. P. Bell, commanding the *Torpedo*, ordered me to take part of the crew, go on board the *Nansemond*, proceed in the *Nansemond* down to the flagship, and report the condition of the *Torpedo* to flag officer, who ordered me up with the gunboat *Drewry*, to try if possible and get the *Torpedo* off. On arriving close to *Torpedo*, Captain Wall furnished me a hawser, which I carried to the *Torpedo* and made it fast. In the meantime the enemy opened heavy fire upon us from Dutch Gap. Lieutenant-Commanding Bell, of the *Torpedo*, and all the crew except myself and two men left the *Torpedo*. We succeeded in getting her off, by the assistance of the *Drewry*, under the enemy's fire. After getting her off Captain Wall, of the *Drewry*, sent me an engineer and three men. We immediately got up steam and proceeded on down to the squadron.

Lieutenant Bell destroyed all the ammunition, ram torpedo, and several other things whilst I was gone to the flagship in the *Nansemond*. When I reached the squadron I was furnished with ammunition, ram torpedo, and such things as could be spared. The crew of the *Torpedo*, hearing of the *Torpedo* being saved, came down to the batteries at Howlett's at 1 p. m. yesterday evening and got on board, the *Torpedo*

having been ordered up there with other wooden gunboats to be concealed from enemy's monitors.

I lost the gig, the only boat belonging to the *Torpedo*, but was furnished a boat [by] Captain Alexander. I am happy to say the *Torpedo* is not materially damaged, and that her crew is all safe, through the mercies of Almighty God.

I have the honor to be, your most obedient servant,

P. W. SMITH,
Acting Master, Provisional Navy C. S., Comdg. Gunboat Torpedo.

Flag-Officer JNO. K. MITCHELL,
Commanding James River Squadron.

Report of Acting Master Smith, C. S. Navy, of the C. S. S. Torpedo.

SUBMARINE DEFENSES,
Chaffin's Bluff, February 9, 1865.

SIR: In compliance with your request of this date, I hereby state that on the night of the 23d of last month, when we started down the river we had two officers on board the steamer *Torpedo*, Captain Bell and myself. Whilst the steamer was ashore Captain Bell left, so there was no officer on board but myself, until Captain Wall, of the steamer *Drewry*, sent me an engineer (Third Assistant [Engineer] Jas. E. Carlon).

After getting down to the flagship, you sent me another engineer (Third Assistant [Engineer] H. Discher). These were the only officers on board the steamer *Torpedo* on the night of the 23d of last month.

I have the honor to be, very respectfully, your obedient servant,

P. W. SMITH,
Acting Master, Provisional Navy, C. S.

Flag-Officer JNO. K. MITCHELL,
Commanding James River Squadron.

Report of Fleet Surgeon Harrison, C. S. Navy, regarding casualties in the James River Squadron.

C. S. FLAGSHIP VIRGINIA,
James River, January 26, 1865.

SIR: The following is a correct and full report of the casualties which occurred in the James River squadron, during its operations against the enemy on the night of the 23d, the day and night of the 24th, and the morning of the 25th instant.

I am, very respectfully, your obedient servant,

W. D. HARRISON,
Fleet Surgeon.

Flag-Officer J. K. MITCHELL,
Comdg. James River Squadron, C. S. S. Virginia, James River.

No. 1. Lieutenant William P. Mason, of this vessel, wound through the fleshy part of the left thigh; not dangerous. His right foot was slightly cut, and right leg painfully scorched by the explosion of a shell.

No. 2. Lieutenant Edward Lakin, attached to torpedo boat *Scorpion*, was blown overboard by the explosion of the steamer *Drewry*; severely stunned and dangerously contused on left side of chest, right arm and hand, and left leg.

No. 3. P. W. Smith, seaman, of this vessel, was knocked down a hatch by the explosion of a shell and badly bruised about the head and back.

No. 4. Thos. Ferrill, landsman, of this vessel, had right foot bruised and burned by explosion of shell.

No. 5. William Edwards, seaman, of this vessel, but serving on board the torpedo boat *Scorpion*, was blown overboard by the explosion of the steamer *Drewry* and severely contused on left arm and leg; not dangerously hurt.

No. 6. David Kinker, first-class boy, of this vessel, had ankle contused and painfully scorched by the explosion of a shell, and was knocked down fire-room hatch by same; not dangerously hurt.

No. 7. C. M. Rogers, landsman, of this vessel, received small fragment of shell in right cheek and a cut on left thumb; slight case.

No. 8. J. C. McDermott, landsman, of this vessel, cut and severely bruised on right side of neck; left thigh a good deal contused; not serious case.

No. 9. Peter Mulina, seaman, of this vessel, received contusion of right thigh and left ankle by explosion of a shell; painful, but not serious case.

No. 10. J. K. P. Matthews, landsman, of this vessel, was cut on hand and thigh by fragment of shell; slight case.

No. 11. James Murphy, landsman, of this vessel, cut on both legs and face by fragments from the knocking in of the stern bulwarks of the ship by XV-inch shot from Yankee monitor; not a serious case.

No. 12. J. N. Teague, landsman, of this vessel, cut by fragment of shell on back of wrist; not serious case.

No. 13. Richard Pascoe, ship's painter, of this vessel, cut by small fragment of shell in right leg and hand; eyes severely scorched by explosion of shell; not severe case.

No. 14. W. W. Skinner, pilot of steamer *Hampton*, struck by Minié ball in back; wound slight.

No. 15. J. A. Keenan, landsman, of this vessel; native of New York; was struck and killed by the fragments of the stern bulwarks of the ship when knocked in.

No. 16. William Dechiso, first-class fireman, of this vessel, is missing; was blown overboard from torpedo boat *Scorpion*.

No. 17. J. R. Cooper, second-class fireman, of this vessel, is missing; was blown overboard from torpedo boat *Scorpion*.

No. 18. T. M. Moody, landsman, of the steamer *Drewry*, was killed by the explosion of steamer *Drewry*.

No. 19. J. W. Grice, landsman, of steamer *Roanoke*, was also blown up and killed by explosion of steamer *Drewry*.

These last two men are reported to have volunteered to go to the assistance of the torpedo boat *Scorpion*, which was aground near the steamer *Drewry*, and had just reached her when the explosion occurred.

Report of a council of war, convened by order of Flag-Officer Mitchell, C. S. Navy.

C. S. IRONCLAD VIRGINIA,
Off Battery Dantzler, James River, January 24, 1865—11 p. m.

SIR: At your request we have maturely weighed all the circumstances now attending the squadron under your command. They are as follows:

That we fully appreciate the necessity of its attacking the enemy's naval forces in this river; that but one hour of flood tide yet remains;

that the smokestack and exhaust pipe of this ship have been so much broken and perforated by the enemy's projectiles that the steam, when the engines are moving, completely fills the main deck of the ship, making it impossible for the officers and men to see to work the guns. Moreover, the wind being aft in going down the river, the pilots complain that it blinds them and that they are not willing to risk getting the ship through Trent's Reach, for fear of running her aground, subjecting her again to the condition in which she was situated last night and this forenoon. They also complain that the Drummond light now reflected up Trent's Reach by the enemy is also another difficulty in the way of the safe pilotage of the squadron, the glare of this light being so great. They say that it is possible to pilot the ship up the river against the wind. We have neither material nor time to make the repairs to the smokestack and exhaust pipe before the tide begins to fall. The success of the enterprise against the enemy having been, in our opinion, greatly militated by the grounding of this ship and the *Richmond*, the loss of the *Drewry* and one pilot torpedo boat, and the disabling of another and of the gunboat *Hampton*.

The enemy having been fully apprised of our plans, and no doubt having been able by this time to make every preparation to prevent their consummation, we do not deem it advisable to prosecute the plan of attacking him at present.

In view of the above circumstances, we feel compelled to advise that the whole squadron return to-night to its old position below Chaffin's Bluff.

Very respectfully, your obedient servants,

JNO. MCINTOSH KELL,
Commander, Provisional Navy C. S.
JNO. W. DUNNINGTON,
Lieutenant, Commanding.
F. E. SHEPPERD,
Lieutenant, Commanding.

Flag-Officer JNO. K. MITCHELL,
Commanding James River Squadron.

List of officers on board the C. S. S. Virginia.

Rank.	Name.	Rank.	Name.
Flag-officer	J. K. Mitchell.	Second assistant engineer	E. F. Gill.
Lieutenant, commanding	J. W. Dunnington.	Third assistant engineer	H. Discher.
Flag-lieutenant	C. J. Graves.	Do	J. K. Langhorne.
Second lieutenant	W. P. Mason.	Do	J. L. McDonald.
Surgeon	W. D. Harrison.	Gunner	R. J. Webb.
Assistant surgeon	J. E. Moyler.	Carpenter	W. R. Jarvis.
Assistant paymaster	N. K. Adams.	Master's mate	J. T. Layton.
Master	J. A. G. Williamson	First lieutenant (marines)	T. P. Gwynn.
Passed midshipman	P. H. Gibbs.	Secretary	J. W. Daniel.
Do	H. H. Scott.	Pilot	E. Moore.
Do	F. M. Thomas.	Do	S. W. Wood.
Midshipman	F. S. Kennett.	Signal officer	F. A. G. Handy.
Do	W. S. Davidson.	Do	D. B. Bradford.
Chief engineer	H. X. Wright.	Do	T. J. Waldron.

Respectfully submitted.

JNO. W. DUNNINGTON,
Lieutenant, Commanding.

Flag-Officer J. K. MITCHELL,
Commanding James River Squadron.

List of officers on board the C. S. S. Richmond.

Rank.	Name.	Rank.	Name.
Commander	J. McI. Kell.	Master's mate	William McBlair.
First lieutenant	A. G. Hudgins.	Do	S. M. Foster.
Do	L. R. Hill.	Do	C. E. Bragdon.
Second lieutenant	W. W. Read.	Assistant surgeon	G. N. Halstead.
Passed midshipman	J. A. Peters.	Do	J. G. Boxley.
Do	H. H. Tyson.	First assistant engineer	B. F. Rodman.
Midshipman	E. C. Machin.	Second assistant engineer	M. P. Young.
Lieutenant (Marine Corps)	S. M. Roberts.	Third assistant engineer	J. W. Tomlinson.
Gunner	E. G. Williams.	Do	T. J. White.
Do	C. E. Porter.	Signal operator	Z. Fearing.
Pilot	H. Williams.	Do	W. H. Seabury.
Do	Chas. Layton.		

List of officers on board the C. S. S. Fredericksburg.

C. S. IRONCLAD FREDERICKSBURG,
James River, February 5, 1865.

SIR: The following is a list of the officers on board this ship on the 23d ultimo:

Rank.	Name.	Rank.	Name.
Lieutenant, commanding	Francis E. Shepperd.	Second lieutenant (C. S. Marine Corps.)	Everard T. Eggleston.
First lieutenant	Æneas Armstrong.	Gunner	James H. Cahill.
Second lieutenant	Crawford H. Gormley.	Second assistant engineer	Adolphus J. Schwartzman.
Passed midshipman	Lawrence M. Rootes.		
Do	Francis L. Place.	Third assistant engineer	James E. Lacklison.
Master's mate	Richard N. Spraggins.	Do	William H. Hardy.
Do	William A. Lamkin.	Do	[J. E.] Viernelson.
Do	George M. Rootes.	Do	James E. Ruth.
Assistant surgeon	J. P. Lipscomb.	Pilot	Lewis Parrish.
Do	Edmund K. Goldsborough.	Do	Samuel Barnes.
Assistant paymaster	Edward McKean.	Signal operator	Nicholas H. Lewis.
		Do	LafayetteW. Hodges.

Very respectfully, your obedient servant,

F. E. SHEPPERD,
Lieutenant, Commanding.

Flag-Officer JOHN K. MITCHELL, Provisional Navy C. S.,
Commanding James River Squadron.

List of officers on board the C. S. S. Hampton.

C. S. S. HAMPTON,
James River Squadron, February 5, 1865.

List of officers on board this vessel on the night of the 23d of January, 1865:

Rank.	Name.	Rank.	Name.
Master's mate	Lyman Buck.	Third assistant engineer	Jos. Minchener.
Do	Thomas Mason.	Second-class pilot	W. W. Skinner.
Second assistant engineer	Jos. S. West.	Signal operator	A. J. Hamil.

Very respectfully, etc.,

JOS. D. WILSON,
First Lieutenant, Commanding.

Flag-Officer J. K. MITCHELL,
Commanding James River Squadron.

List of officers on board the C. S. S. Nansemond.

C. S. S. NANSEMOND,
James River, February 5, 1865.

SIR: The following-named officers were attached to this vessel on the night of the 23d January:

Rank.	Name.	Rank.	Name.
Lieutenant, commanding	Walter R. Butt.	Third assistant engineer	Jno. H. Parker.
Passed midshipman	James B. Ratcliff.	Do	A. V. Rowe.
Master's mate	W. B. Littlepage.	Pilot	James E. Turner.
Do	A. W. Masters.	Signal operator	C. S. Adams.

I am, respectfully, your obedient servant,

WALTER R. BUTT,
Lieutenant, Commanding.

Flag-Officer JNO. K. MITCHELL,
Commanding James River Squadron.

List of officers on board the C. S. S. Beaufort.

C. S. S. BEAUFORT,
James River, February 5, 1865.

SIR: I have the honor to state that the following named officers were on board this vessel on the evening of the 23d of January last, viz:

Rank.	Name.	Rank.	Name.
Lieutenant, commanding	J. W. Alexander.	Acting master's mate	E. M. Smith.
Assistant surgeon	J. W. Belvin.	Do	Gustavus Foster.
Third assistant engineer	W. T. Harding.		

Assistant Surgeon J. W. Belvin was detailed on the 24th January, and Second-Class Pilot W. H. Carlon joined the vessel on the same day.

Respectfully, etc.,

J. W. ALEXANDER,
Lieutenant, Commanding.

Flag-Officer JNO. K. MITCHELL,
Commanding James River Squadron.

List of officers, late of the C. S. S. Drewry, giving their present duty.

C. S. S. VIRGINIA,
James River Squadron, January 25, 1865.

SIR: I herewith transmit to you a list of the officers and crew of the C. S. gunboat *Drewry*, lately under my command, and where they are at the present time:

Name.	Rank.	Duty.
W. H. Wall	Lieutenant, commanding	Ordered to Lieut. C. W. Read.
William Smith	Master's mate	Ordered to steamer Torpedo.
L. L. Foster	do	Ordered to Lieut. W. L. Bradford.
Lloyd Bowdoin	do	On board C. S. S. Richmond.
Holmes Ahern	Third assistant engineer	Do.
E. C. Skinner	Second-class pilot	Ordered to steamer Beaufort.
Messrs. Williamson and Moore	Signal operators	On C. S. S. Richmond.

Very respectfully, your obedient servant,
W. H. WALL, Provisional Navy C. S.,
Lieutenant, Commanding.

Flag-Officer JNO. K. MITCHELL, Provisional Navy C. S.
Commanding James River Squadron.

Unofficial letter from Second Lieutenant Eggleston, C. S. Marine Corps, to Captain Holmes, C. S. Marine Corps.

C. S. S. FREDERICKSBURG, *January 26, 1865.*

MY DEAR SIR: Thinking that you may feel some interest in the late movement of the squadron, I will endeavor to give you an idea of what we did and the cause of our return.

We got underway at 6:30 p. m. Monday last, and proceeded down the river [James], passing the upper end of Dutch Gap at 10:30 p. m. This vessel, with the *Hampton* in tow, leading, the *Virginia* and *Nansemond* next, followed by the *Richmond* and *Drewry* in the same order. It was a most complete surprise. The first picket that fired at us was at the foot of Signal Hill; the first heavy gun was opposite Dutch Gap. We had to anchor twice above the Yankee obstructions to wait for the other vessels, and having cut away some spars we passed safely through their obstructions at 1:15 a. m. and came to anchor some 400 yards below, to wait for the other vessels. Up to this time everything had gone on finely; none of their mortar or rifled shot had done any damage, and we were anxiously looking for the *Virginia*. All felt certain that daylight would find us at Harrison's Bar, busy sinking obstructions, with the river open behind us. Every officer and man seemed to appreciate the importance of the end to be attained, and all seemed prompted to do everything in their power. We waited for an hour and a half, when our captain (Shepperd) sent up and found the *Virginia*, *Richmond*, and *Drewry* hard aground, with the tide falling. We were ordered to come up and lay by to render assistance. We came up and anchored just above the *Virginia*. The enemy had opened on us from four mortar batteries and several rifled guns, and were getting our range pretty well, but up to daylight no damage was done. About daylight a double-turreted monitor came up to within 900 yards of the *Virginia* and opened on her with XV and XI inch guns. Their land batteries of 200 and 100-pounder Parrotts also opened with their mortars, and twelve or fifteen pieces of field artillery (20 and 30 pounder Parrotts). She was struck beween 125 and 150 times, but the only ones that did any damage were two XV-inch. One struck just above and to the right of the after port on the port side, driving in the shield from the top of the port to the spar deck. The shield had 6 inches of iron and 28 inches of old field pine. This shot killed 1 and wounded 7. Another struck amidships on the port side, driving in some 2 feet of the plating and the woodwork.

Two 100-pounder Parrotts struck on the spar deck, cracking one of the largest beams; besides this there was very little damage done. The *Drewry* was blown up by a mortar shell about 8 a. m. Tuesday morning; only 2 men were killed. The *Richmond* sustained little or no damage. The greatest damage this vessel sustained was from a 200-pounder Parrott that struck on the fantail forward and cut our anchor chain, and the jar, it is supposed, started her leaking. We got underway Tuesday evening, but found the *Virginia's* exhaust pipe and smokestack were so riddled as to fill the gun deck with smoke and steam, which was the cause of our returning.

The whole blame rests with the two pilots of the *Virginia*. As it afterwards turned out, there was only one monitor above City Point. It is reported that we will go down again this evening; if so, we can hardly hope for so few obstacles; but if we go at all, it should be before they have time to collect a large fleet.

The marines were landed once to meet a reported advancing line of the enemy's sharpshooters, but we could not discover any.

We might have done something that would have had a great effect but for those ——— pilots (I omit the adjective from motives of charity).

Trusting for better luck next time, and with kind regards to Captain Wilson, Messrs. Cameron, Crenshaw, and all enquiring friends, I remain,

Very truly, your friend,

E. T. EGGLESTON.

Captain GEORGE HOLMES,
Camp Beall.

[Telegram.]

NAVY DEPARTMENT, *January 24, 1865.*

Proceed to Hampton Roads without delay and report for duty there.

GIDEON WELLES,
Secretary.

Captain A. H. KILTY,
Commanding Roanoke, Point Lookout.

[Telegram.]

CITY POINT, VA., *January 24, 1865—8 p. m.*
(Received 8:10 p. m.)

Until all is secure here I can not leave for Wilmington. It will be Thursday morning at the earliest before I can leave.

U. S. GRANT,
Lieutenant-General.

Hon. G. V. FOX,
Assistant Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *January 24, 1865.*

Have a good steamer to take Lieutenant-General Grant and myself to Cape Fear, to be ready Thursday morning.

G. V. FOX,
Assistant Secretary of the Navy.

Captain J. M. BERRIEN,
Commandant Navy Yard, Norfolk, Va.

[Telegram.]

CITY POINT, *January 24, 1865.*
(Received 9:50 p. m.)

If the weather holds dry I want to go to Fort Fisher as soon as possible, so as to be here whenever the roads admit of troops moving.

If it should rain, a day or two would not make any difference. I should particularty like you to go with me, however.

U. S. GRANT,
Lieutenant-General.

Captain FOX.

Report of Lieutenant-Commander West, U. S. Navy, commanding naval station at Beaufort, N. C., regarding the movements of vessels.

NAVAL STATION,
Beaufort, N. C., January 24, 1865.

SIR: The U. S. S. *Lenapee* arrived last evening from New York with orders to report to you. Having encountered heavy weather and great difficulty with her steering gear, she will require some three to four days for repairs and coaling, when she will proceed to join you at Wilmington. I send enclosed a copy of additional numbers allotted to vessels received from Lieutenant-Commander S. Magaw, commanding U. S. S. *Lenapee.* The coal vessels are on their way down, and all orders are being carried out as rapidly as our force permits. I hope to have the ordnance steamer *Chase* and schooners *Mason* and *M. & E. Henderson* on their way to-morrow.

Very respectfully, your obedient servant,

WM. C. WEST,
Lieutenant-Commander, Commanding Naval Station.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Barnes, U. S. Navy, regarding military affairs in South Carolina and Georgia.

U. S. S. BAT,
Off Western Bar, January 24, 1865.

ADMIRAL: I reached Georgetown, [S. C.], this forenoon, and found there the *State of Georgia*, Commander Fabius Stanly, senior officer; *Mingo*, *Nipsic*, and *Ethan Allen*. The *Tuscarora* was hourly expected from Port Royal. I received from Commander Stanly the enclosed communication from General Sherman, and returned without delay with it to this point.

The *Mingo*, Commander Creighton, goes inside of Winyah Bay to-day, and the port of Georgetown will thus be effectually closed to blockade runners by an inside blockade.

Commander Creighton informs me that he left Broad River, touching at Hilton Head yesterday. General Sherman was then at Hilton Head, and his army variously distributed with a view to the capture of Branchville, [S. C.], Augusta, Ga., and other places in South Carolina; that he expressed his intention of laying waste most of South Carolina

before approaching Charleston. [F. P.] Blair's corps was at Pocotaligo; [J. P.] Hatch's at Garden's Corner, or thereabouts. Branchville was reported heavily fortified and defended by a large army; a heavy fight was anticipated in taking the place. A feint was to be made, which it was thought would draw Hardee's attention toward Augusta. Lee has sent large reinforcements to Georgia and South Carolina. It was stated also that some of our troops had landed at Bull's Bay, but nothing definite seemed to be known of it. None of the officers had heard of any projected movement by which Sherman would touch at Georgetown, and Commander Creighton seemed very confident that he knew all the contemplated movements.

The monitor *Montauk* left Hilton Head to join you yesterday. The *State of Georgia* was under orders to report to you for a supply of XV-inch shell. I shall continue to cruise under my orders, touching off Georgetown occasionally for any other communication which may be there for you, and give some attention to Little River and Shallotte inlets.

I am, admiral, very respectfully, your most obedient servant,

JOHN S. BARNES,
Lieutenant-Commander, Commanding Bat.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Comdg. North Atlantic Blockading Squadron, Cape Fear River.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding measures for the protection of New Berne.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 24, 1865.

SIR: I have ordered the torpedo boat *Spuyten Duyvil* to report to you. You will keep her at New Berne and blow up if she attempts to come down.

I have also ordered three or four double-enders to proceed to New Berne to protect the place. They are to remain at New Berne.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds of North Carolina.

Letter from Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, in response to his request for a Parrott rifle.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 24, 1865.

SIR: Your letter of 20th instant, requesting that a 30-pounder Parrott rifle be sent to you for your vessel, has been received.

I have repudiated the Parrott guns altogether, but have written to the Bureau of Ordnance requesting that two 20-pounder brass Dahlgren rifles be sent to you.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds of North Carolina.

Report of Commander Macomb, U. S. Navy, regarding the urgent need of additional vessels for the protection of New Berne and Plymouth, N. C.

U. S. S. SHAMROCK,
DISTRICT OF THE SOUNDS OF NORTH CAROLINA,
Off New Berne, N. C., January 24, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 19th instant, and to inform you that I have this day arrived at New Berne with this vessel, leaving the *Mattabesett*, *Valley City*, *Ceres*, and *Lockwood* with the tugs at Plymouth.

We have now at New Berne the *Shamrock*, *Wyalusing*, and *Commodore Hull*.

As yet there have been no signs of an attack, nor do the authorities here seem to expect one. I am only fearful that instead of moving on this place the enemy may attack Plymouth in my absence while we are so shorthanded there.

This brings up again a subject on which I have spoken before, i. e., the necessity of having more vessels sent to this district. As it is now I shall be obliged to send the *Commodore Hull* and *Lockwood* north for repairs, both these vessels having been repeatedly condemned by surveys, and only kept out here because we could not spare them. The consequence is they are both almost entirely broken down. The *Hull* has been at work a month patching her boiler, and the other day, when she pumped the water into it, it was as bad as ever, and they had to go to work again. Even without the loss of these vessels I was very short-handed, but now that they are useless, should the enemy make any movement in this part of the State I would be unable to oppose him as I should in all the sounds and rivers of this district. I have not even vessels enough to take care of both sounds.

Very respectfully, your obedient servant,

W. H. MACOMB,
Comdr., Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.]

CITY POINT, VA., *January 25, 1865—7 p. m.*
(Received 8 p. m.)

I will wait at Hampton Roads until Friday for you. Shall not start from here until 10 p. m. to-morrow evening, unless you say you can not go.

U. S. GRANT,
Lieutenant-General.

Hon. G. V. FOX,
Assistant Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *January 25, 1865.*

Has the *Rhode Island* returned? She will be wanted Friday morning at 8 a. m. for General Grant.

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore LANMAN, U. S. Navy,
Hampton Roads, Virginia.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Thatcher, U. S. Navy, commanding U. S. S. Colorado, to proceed with that vessel to New York.

CAPE FEAR RIVER, *January 25, 1865.*

SIR: By direction of the honorable Secretary of the Navy, you will proceed with your vessel to New York and report to him by letter from there upon your arrival.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore H. K. THATCHER,
Commanding U. S. S. Colorado, Hampton Roads, Virginia.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Smith, U. S. Navy, commanding U. S. S. Wabash, to proceed with that vessel to Boston.

CAPE FEAR RIVER, *January 25, 1865.*

SIR: By direction of the honorable Secretary of the Navy, you will proceed with your vessel to Boston, Mass., and report to him by letter upon your arrival.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain M. SMITH,
Commanding U. S. S. Wabash, Hampton Roads, Virginia.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Lanman, U. S. Navy, commanding U. S. S. Minnesota, to proceed with that vessel to Portsmouth, N. H.

CAPE FEAR RIVER, *January 25, 1865.*

SIR: By direction of the honorable Secretary of the Navy, you will proceed with your vessel to Portsmouth, N. H., and report to him by letter upon your arrival.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore JOSEPH LANMAN,
Commanding U. S. S. Minnesota, Hampton Roads, Virginia.

[Telegram.]

U. S. S. NEW IRONSIDES,
Bermuda Hundred, via City Point, January 25, 1865.
(Received 1:20 p. m., January 28.)

Admiral Porter has ordered the *Massasoit*, *Hunchback*, and *Spuyten Duyvil* to New Berne, N. C. In view of the difficulties here I have retained them. General Graham wants boats to land troops at Pagan Creek. I have asked Commodore Lanman to furnish them.

WM. RADFORD,
Commodore.

Hon. G. WELLES,
Secretary of the Navy.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, to forward a copy of signals used by Lieutenant Cushing.

CAPE FEAR RIVER, *January 25, 1865.*

SIR: You will send me a copy of the signals used by Lieutenant Cushing to entice blockade runners in.

You will have Bald Head light lit every night and detail a special party to attend to it.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander P. G. WATMOUGH,
Commanding Kansas, off Smithville.

Instructions from Rear-Admiral Porter, U. S. Navy, to Commander Clitz, U. S. Navy, in relation to blockade runners and prizes.

CAPE FEAR RIVER, *January 25, 1865.*

SIR: You will have the guns on the Mound put in order, loaded, and pointed across the channel seaward to fire on a blockade runner that may come in and attempt to go out again. This must be done at once; a crew placed at the guns every night and an intelligent officer to attend to the lights.

Besides the range lights you must keep on shore a red and white light, which must be shown at the foot of the Mound, white above the red, until we can get the night signals, and also wave a white light twice from the foot of the Mound as the stranger comes in. An armed tug will be kept in readiness every night at sunset and report to you. You will have a boat's crew and an officer in whom you can repose confidence to take charge if a prize comes in. Push alongside and board her and take possession. If she attempts to escape the Mound will open fire on her and so will the tug.

When your boat boards the prize, draw up on the quarter-deck every man belonging to our boats and don't permit one of them to go below. Place an officer in charge of engine room and over the holds with orders to shoot anyone attempting to take anything belonging to the ship, and he will without hesitation shoot any person belonging to the prize who attempts to throw anything overboard or attempts to injure the vessel or property in her in any way. As soon as possible put marines on board. Take away all the liquor from passengers and lock it up. If they are unruly place them in irons.

I look to you now to see these orders carried out to the letter, and place any officer under arrest who attempts to take the slightest article out of the prize. Immediately on boarding, place all the passengers below and place a sentry over them while you search for papers. I don't intend any such disgraceful scene shall occur again under my command as occurred on the last occasion, and I look to you to see that my orders are strictly carried out.

Report to me at 4 o'clock p. m. that the guns on the Mound are all ready for service and loaded, and the crews detailed for them. Anything you can think of to help the matter let me know.

An engineer should always go on the night picket to aid in case his knowledge is required. The engineer will at once jump to the engine room and look out for the cocks, and see that no tricks are played. He

will be armed, and shoot any engineer, fireman, or coal heaver who may attempt to injure the vessel while in our possession.

None of the vessels lying in the river are to show any lights at night.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. M. B. CLITZ,
Commanding Osceola.

Capture of the British steamer Blenheim, January 25, 1865.

Report of Rear-Admiral Porter, U. S. Navy.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 25, 1865.

SIR: I have the honor to report the capture of the blockade runner *Blenheim*, from Nassau. She came in here last night, supposing the place had not been taken, and fell into our hands.

She has an assorted cargo of blankets, shoes, hats, etc.

I will send her to New York for adjudication.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Green, U. S. Navy, commanding U. S. S. Tristram Shandy.

U. S. S. TRISTRAM SHANDY,
Cape Fear River, January 26, 1865.

SIR: I have the honor to report that on the morning of the 25th of January, 1865, I boarded with a prize crew and took possession of the steamer *Blenheim*, loaded with an assorted cargo and attempting to run the blockade.

At the time of capture she had anchored off the Mound battery, and no one on board was aware of the capture of this place by our forces. At the time of boarding they were endeavoring to get the vessel underway. A boat from the U. S. S. *Gettysburg* boarded her about five minutes after my boat.

Very respectfully, your obedient servant,

F. M. GREEN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

Report of Acting Master Gelett, U. S. Navy, commanding U. S. S. Lilian.

U. S. S. LILIAN,
New Inlet, North Carolina, January 25, 1865.

SIR: I beg leave to respectfully submit the following report of the circumstances attending the capture of the blockade runner *Blenheim* at New Inlet, North Carolina, January 25, 1865:

At daylight perceived a strange steamer anchored inside the bar. I

immediately proceeded on board, and on my arrival found a boat from the U. S. S. *Tristram Shandy*, which had boarded her a few minutes previously. Being the senior officer present on board, I immediately took charge of her till a prize master from the U. S. S. *Tristram Shandy* and a guard of marines from the flagship arrived. The *Lilian* was about three-fourths of a mile distant from the prize, lying at anchor, being the nearest ship to the *Blenheim*, except the U. S. S. *Tristram Shandy*.

Very respectfully, your obedient servant,

JOS. S. GELETT,
Acting Master, Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Ensign Sands, U. S. Navy, U. S. S. Gettysburg, claiming a share of the prize.

U. S. S. GETTYSBURG,
New Inlet, North Carolina, January 25, 1865.

SIR: Yesterday morning at early daylight I, being officer of the deck, perceived a strange steamer within the bar, and at once notified Acting Master Dahlgren thereof. We lowered a boat at once, which was the second boat to board her, and but a few minutes after the boat from the *Tristram Shandy*. We had steam up at the time, and could have been underway as soon as the *Blenheim* herself, and therefore we claim a share in her as assisting in the capture.

In the absence of the commanding officer pro tem., Acting Master Dahlgren, I have the honor to make this statement.

Very respectfully, etc.,

F. P. B. SANDS,
Acting Ensign, U. S. S. Gettysburg.

Commodore J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Clitz, U. S. Navy, commanding U. S. S. Osceola, to furnish list of vessels entitled to a share in the prize.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, January 26, 1865.

SIR: You will send in to me a list of those vessels you consider entitled to share in the capture of the *Blenheim*.

I want the names of only those who could have assisted and prevented the prize from going to sea and escaping.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. M. B. CLITZ,
Commanding U. S. S. Osceola.

Report of Commander Clitz, U. S. Navy, giving list of vessels entitled to share in the prize.

U. S. S. OSCEOLA,
Cape Fear River, North Carolina, January 26, 1865.

ADMIRAL: In reply to your communication of to-day I have to state that in my opinion the following vessels are entitled to share in the capture of the English prize steamer *Blenheim*, viz:

U. S. S. *Gettysburg*, U. S. S. *Osceola*, U. S. S. *Lilian*, U. S. S. *Tristram Shandy*, U. S. S. *Britannia*.

I have the honor to be, your obedient servant,

J. M. B. CLITZ,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Cape Fear River.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Smith, U. S. Navy, to proceed to New York in command of prize steamer Blenheim.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, January 27, 1865.

SIR: You are hereby detached from the U. S. S. *Mackinaw*, and you will assume command of the prize steamer *Blenheim* and proceed with her to New York and deliver her to the prize commissioners, taking their receipt for the same, and report her to the district judge.

After performing this duty you will report to the Navy Department for orders.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant B. P. SMITH, U. S. Navy.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, to proceed to the Navy Department as a member of a board.

NAVY DEPARMENT, *January 25, 1865.*

SIR: The Department desires you, so soon as you have finished operations in Cape Fear River and can be spared therefrom, to report at the Bureau of Navigation, Navy Department, as a member of a naval board, of which Vice-Admiral Farragut will act as president.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER, U. S. Navy,
Hampton Roads, Virginia.

[Telegram.]

NAVY DEPARTMENT, *January 26, 1865.*

We shall be with you in the morning (Friday). Please be ready to take us to Cape Fear and back.

G. V. FOX,
Assistant Secretary.

Commander S. D. TRENCHARD, U. S. Navy,
U. S. S. Rhode Island, Hampton Roads.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant Cushing, U. S. Navy, commanding U. S. S. Monticello, to cruise for blockade runners.

CAPE FEAR RIVER, *January 26, 1865.*

SIR: You will proceed with your vessel to the southward of the Western Bar to-night, down along the coast near Folly Inlet, New River, and Shallotte Inlet, and see if you can pick up any blockade runners.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant W. B. CUSHING,
Commanding Monticello.

[Telegram.]

FORT MONROE, *January 27, 1865.*
(Received 11:15 a. m.)

The Assistant Secretary of the Navy desired me to say that Lieutenant-General Grant and himself sailed by the *Rhode Island* at 10 a. m.

JOSEPH LANMAN,
Commodore and Senior Officer, etc.

SECRETARY OF THE NAVY.

[Telegram.]

FORT MONROE, VA., *January 27, 1865.*
(Received 1 p. m.)

I have just received the following dispatch, dated City Point, January 27, 1865, from Commodore William Radford:

It is reported that an expedition of torpedo boats is fitting out, three in Jones Creek and one in Smithfield Creek, nearly opposite Newport News.

JOSEPH LANMAN,
Commodore and Senior Officer.

Hon. GIDEON WELLES.

[Telegram.]

WASHINGTON, [*January 27, 1865*].

If practicable, fit out and dispatch an expedition to capture or destroy the torpedo boats reported to be in Jones Creek. If not practicable, take all proper measures to guard against disaster to our vessels.

GIDEON WELLES,
Secretary of the Navy.

Commodore JOS. LANMAN,
Commanding U. S. S. Minnesota and Senior Officer, Hampton Roads.

[Telegram.]

FORTRESS MONROE, VA., *January 27, 1865—1 p. m.*

I am organizing a party to proceed by launches and attack the torpedo boats or to blockade the mouth of the creeks.

JOSEPH LANMAN.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

FORT MONROE, VA., *January 27, 1865.*
(Received 6:15 p. m.)

The *Roanoke* has arrived. I have ordered her to Newport News. Two tugs and three boats have gone under command of Lieutenant M. S. Stuyvesant also. The *A. D. Vance* just arrived and will return to Newport News.

JOSEPH LANMAN,
Commodore and Senior Officer Present.

Hon. SECRETARY OF THE NAVY.

[Telegram.]

JANUARY 27, 1865.

Deserters report that a party of 500 men, supposed to be a torpedo gang, are in motion. Last seen between Drewry's Bluff and the Howlett house, on the Petersburg turnpike, and moving toward Petersburg.

WM. RADFORD,
Commodore.

Commander E. T. NICHOLS,
Comdg. U. S. S. Mendota, near Aiken's Landing, James River.

[Telegram.]

JANUARY 27, 1865.

Caution the vessels in York River to guard against torpedo boats and surprise boarding parties.

WM. RADFORD,
Commodore.

Lieutenant H. B. RUMSEY,
Care of Captain Berrien, Navy Yard, Norfolk, Va.

Order of Rear-Admiral Porter, U. S. Navy, regarding the disposition of vessels of his command.

SPECIAL ORDERS, } NORTH ATLANTIC SQUADRON,
Flagship Malvern, Cape Fear River,
No. 12. } *January 27, 1865.*

The following will be the disposition of the vessels until further orders, after this date:

The *Tacony*, *Unadilla*, and *Huron* will move up and take position right abreast of each other, just out of gunshot of Fort Anderson, which

is on the left hand going up the river, and about 4 miles distant from here.

The *Tacony* will lie in the middle of the river, and the *Huron* and *Unadilla* will lie on either side of the channel abreast of her, about 150 yards from the *Tacony*. The *Pequot* will then move up and lie below the *Unadilla*, while the station of the monitor will be below the *Tacony*, as close as she can safely lie.

The four vessels mentioned will have charge of the picket duty and take it turn about every night. The picket launch and one tug will be sent ahead of the picket vessels after dark. The tug will lie at anchor, with steam up, showing no lights, and with chain buoyed and ready to slip. The picket launch will lie alongside of her and run out ahead now and then to make observations.

One of the picket vessels on watch will send a boat with muffled oars, and armed, to lie alongside of the tug, which boat will pull about inshore and above the tug, to see if the rebels are prowling around in boats.

I have only to say that the crews of any rebel boats attempting to set torpedoes must be summarily dealt with on the spot. They must be shot.

In case of anything like a boat being seen coming down, the picket launch will fire into it with grape, and fall back on the tug, firing as she falls back, and showing a light, for fear the tug may fire on her. The picket armed boat will push ahead, covered by the picket boat and tug, and endeavor to capture the rebel boat, taking care not to chase onshore or run the risk of getting aground under the fort.

This will be the order of picket duty, as we ascend the river from fort to fort, if it is determined to do so.

After the above-mentioned vessels are in the positions assigned them, the *Iosco* will get underway and anchor in line with the *Tacony*, and below the monitor, in close order, and the *Sassacus*, *Mackinaw*, *Pawtuxet*, *Yantic*, *Seneca*, and *Maumee* will anchor in line with the *Iosco*.

The *Pontoosuc*, *Osceola*, *Shawmut*, and *Chippewa*, for the present, will lie in as close as they can to the dismantled fort near by us, and prevent the enemy from bringing in artillery.

Two of the vessels will get a cross fire on it and the others will lie abreast of the fort.

The watchword of the picket boats will be the name of the gunboat on picket duty, and when hailed the boats will answer immediately. If they do not answer on the second hail, they must be fired into. No boats will be out of any of the vessels in the advanced line after dark, except on important duty, and then the watchword must be obtained to avoid accidents.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, regarding arrangements for repairs to vessels at Smithville.

CAPE FEAR RIVER, *January 27, 1865.*

SIR: I wish to establish a place for the repairs of vessels, boats, etc., and Smithville is the most convenient. We will want a good, heavy dock, at least 80-feet wide, running out into deep water. If you can

find the pile driver the rebels used at Fort Caswell, we can go to work and build a dock. You can hire carpenters at $2.50 per day to do any work needed for the squadron; also blacksmiths and joiners. I will be at Smithville in a day or two; in the meantime obtain the names of all the mechanics in the town and get together and hold all blacksmith material and anything else that may be required for naval purposes.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander P. G. WATMOUGH,
Commanding Kansas, off Smithville, N. C.

Report of Acting Volunteer Lieutenant Simmons, U. S. Navy, transmitting report regarding the raising of the Confederate torpedo boat in the James River, January 27, 1865.

U. S. S. EUTAW,
James River, Virginia, January 28, 1865.

SIR: In obedience to your orders of the 27th, detailing Acting Ensign Thomas Morgan for special duty for the purpose of getting afloat the rebel torpedo boat aground above the obstructions, I very respectfully report to you that Acting Ensign Morgan performed that duty successfully, having reported the torpedo boat alongside this vessel. At 11:30 p. m. the same night Mr. Morgan performed this duty with the launch of this ship, accompanied by 11 men as a boat's crew.

I take pleasure in bearing testimony to the prompt and zealous manner in which Mr. Morgan has performed this and other more arduous duties during the last few days. I respectfully forward to you the report of Acting Ensign Morgan.

Respectfully, etc.,

J. W. SIMMONS,
Acting Volunteer Lieutenant Commanding, pro tem.

Commander E. T. NICHOLS,
Commanding U. S. S. Mendota and Senior Officer Present.

[Enclosure.]

U. S. S. EUTAW,
James River, Virginia, January 28, 1865.

SIR: In obedience to your orders of the 27th instant, detailing me for the special duty of getting afloat the abandoned rebel torpedo boat aground above the obstructions, I very respectfully report that, every facility being afforded me by the commanding officer of this ship, Acting Volunteer Lieutenant Simmons, I immediately had the launch fitted out with such articles as I thought I should need, selecting a crew of 11 men. At 7 p. m. I left this ship, passed through the obstructions, and arrived alongside the rebel torpedo boat about 8 p. m. Finding her hard aground, I immediately proceeded to get her afloat and succeeded in doing so, and repassed the obstructions on my return to the fleet about 10:30 p. m. At 11:30 p. m. I arrived alongside this ship with the rebel torpedo boat in tow and reported to Acting Volunteer Lieutenant Simmons, commanding. On arriving alongside the torpedo boat I found but little water in her and the boat, apparently uninjured, containing two engines, apparently in good working order; also two percussion torpedoes, apparently ready for immediate use; also about 20

bags containing coal. The boat is about 40 feet in length and about 6 feet beam. I take pleasure in bearing testimony to the exemplary manner in which the boat's crew conducted themselves during the performance of this duty.

I am, sir, very respectfully, your obedient servant,

THOMAS MORGAN,
Acting Ensign, U. S. Navy.

Commander E. T. NICHOLS,
Commanding U. S. S. Mendota and Senior Officer Present.

Report of Chief Engineer Henderson, U. S. Navy, transmitting drawings of the Confederate torpedo launch raised, January 27, 1865.

U. S. IRONCLAD ONONDAGA,
James River, Virginia, January 31, 1865.

SIR: I would respectfully enclose a sketch* of the rebel torpedo launch now in use as a tender to this vessel, and also of the two torpedoes and arrangements of percussion fuzes with which they were fitted.

The machinery of the boat consists of two oscillating condensing engines of 7 inches diameter of cylinder and 6 inches length of stroke, of admirable workmanship, and so arranged that one person can manage both engine and boiler with the greatest facility.

The boiler is of the ordinary tubular variety and very tight.

She has fair speed for a boat of her kind, and is well adapted for the purpose for which she was built. The steering gear is forward, but there are no arrangements for permanently living on board.

Her length is 46 feet, beam amidships 6 feet 3 inches, and depth 3 feet 9 inches.

Very respectfully, your obedient servant,

ALEXANDER HENDERSON,
Chief Engineer, U. S. Navy.

Commodore WM. RADFORD, U. S. Navy,
Commanding Naval Forces James River, Virginia.

Letter from Major-General Ord, U. S. Army, to the Secretary of the Navy, requesting a detail of officers for the command of army gunboats in the rivers.

HDQRS. DEPT. OF VIRGINIA, ARMY OF THE JAMES,
In the field, January 28, 1865.

I have the honor to request that three naval officers may be detailed to report to me to command army gunboats serving in this department on the James and other rivers. Officers young and efficient are necessary.

Very respectfully, your obedient servant,

E. O. C. ORD,
Major-General, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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* This drawing is substantially the same as that of the C. S. torpedo boat *Squib*, shown in Series I, volume 9, p. 602.—COMPILERS.

[Telegram.]

NAVY DEPARTMENT, *January 28, 1865.*

Your action in detaining vessels is approved.

GIDEON WELLES,
Secretary Navy.

Commodore WM. RADFORD,
U. S. S. New Ironsides, Bermuda Hundred, via City Point.

Special order of Rear-Admiral Porter, U. S. Navy, regarding measures against attack by torpedo boat.

SPECIAL ORDERS, No. 13.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Cape Fear River,
January 28, 1865.

By looking over the log books kept at the fort I find that in August there was a torpedo boat off New Inlet. Since then she is not mentioned. She may exist yet, and it will be well to look after the craft, wherever she may be. The officers in command of the picket gunboats will see the torpedo boat fitted every night with her torpedo, ready to act against anything that may come down, and she is to run at it and sink it if she can. The *Quadilla*, *Tacony*, *Pequot*, *Huron*, *Iosco*, and *Shawmut* will every night keep a double-banked boat at the gangway, with muffled oars, ready to shove off at the first alarm, with the crews picked and armed and ready to jump into the boats at a moment's notice. Each boat will be provided with three small shrapnel, cut to throw down the pipe of any torpedo boat (which is always low), and cool men must be appointed to put the shrapnel in. Each boat will also be provided with a stout pole 12 feet long, with a stout net made fast to it, to shove into the propeller and disable the boat if she should come. The crews of the armed boats will board her and try and kill everyone on board, and disable her so that she can not get away. The tug will run into her with full force and try to sink her. I think no torpedo boat will get away in case one should come down, and I want these orders followed to the letter. Firing of guns will do no good and only injure our own men; still, the guns must be cast loose at sunset and depressed, so that anything coming down can be fired on. If any attempt is made it will be done at flood tide, so that the machine can drift back with the current. At ebb tide the rebels may float down torpedoes, and every vessel must be provided with a torpedo catcher and let it down in the water at sunset.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Instructions from Rear-Admiral Porter to Acting Master Frost, U. S. Navy, commanding U. S. S. Fort Donelson, regarding the duties of the guard ship.

FLAGSHIP MALVERN, *January 28, 1865.*

SIR: For fear you will not understand the orders given you, I put them in writing.

Your duty will be guard ship, to board and register all vessels coming in according to form, and also to send in a list of the chartered vessels belonging to the Navy outside.

At night you will keep a lookout for blockade runners coming in and have a boat ready to secure them when they come to anchor.

You will take charge of the Mound battery and have a gun's crew detailed every night at sunset to take charge of the battery, which must be kept loaded and ready to fire at any blockade runner that comes in and attempts to go out again. You will keep an officer in charge of the Mound night and day and a sentry on post, who will allow none but officers to enter the fort and allow no one to take anything from it or handle the implements of the guns.

You will also keep a sentry on the stable and one on the magazine night and day.

You will detail two men to look after the horses and see that good care is taken of them. You will not permit mine to be ridden except by my permission.

No one will be allowed to use the saddles except the officers to whom they belong. The stable door will always be kept locked, and one of the men stationed there always to be about.

No one is ever to go in magazine except the officer who has charge, who will keep the key and take every precaution on entering.

No smoking will be allowed on the Mound, in the stable, or near the magazine.

You will take charge of such stores as may be put on board of you from time to time, and the paymaster will account for them.

You will send an officer on board of this vessel with the daily report, who will hand it to me in person every morning.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Master GEO. W. FROST,
Commanding U. S. S. Fort Donelson.

Report of Commander Febiger, U. S. Navy, regarding the departure of the U. S. S. Valley City to cooperate with army expedition to Colerain.

U. S. S. MATTABESETT,
Plymouth, N. C., January 28, 1865.

SIR: I have this day given orders to the captain of the schooner *Allen* to proceed to New Berne with the naval provisions now on board that vessel. I have taken out all that the different vessels could stow, and Paymaster Meade will forward the proper receipts to Paymaster Sands.

The *Ceres* returned here yesterday evening short of coal. I have dispatched the *Valley City* this morning to Colerain to render all assistance to the army expedition there that may be required.

From all that I can learn the expedition has resulted in a cotton and tobacco raid, not having been near the ram.

We will require more coal soon, as the *Saco* is nearly discharged.

The river this morning is filled with floating ice, and I am in some fear of our obstructions. We are getting the chain across as fast as possible.

Very respectfully, your obedient servant,

JNO. C. FEBIGER,
Commander.

Commander W. H. MACOMB,
Commanding Division of the Sounds,
U. S. S. Shamrock, New Berne, N. C.

Report of Acting Volunteer Lieutenant Hays, U. S. Navy, regarding condition of affairs in the York River.

U. S. S. CRUSADER,
Off Yorktown, Va., January 29, 1865.

SIR: Your letter of 29th instant is at hand, requesting information in regard to the vessels under my supervision and progress I am making in my duties and number of vessels I am protecting.

I respectfully inform you that there are in the river the *Crusader*, the *Mystic*, the *Seymour*, and the tug *Glance*. The *Crusader* lays off this place and protects the fleet of oyster vessels which lay here waiting for their turn to go up on the Plants for their loads. The *Mystic* lays just above Gloucester Point, and is used as a guard vessel, preventing small boats, schooners, etc., from passing either up or down without proper authority. She can not carry steam half the time, and can be used for no other purpose. The *Seymour* is on or near the Plants, protecting the vessels there while loading, seeing they do not go above the limits prescribed by the Navy, and requiring them to come down to Sandy Point every night. The tug *Glance* is used as a picket boat and to supply the vessels here with their mails and provisions from Fortress Monroe and the provisions and stores from the Norfolk navy yard.

We are affording protection to a fleet of from 50 to 75 vessels. They are coming and going all the time, but there are never less than 50 or 60 here. The Plants are some 18 miles up the river. This vessel and the *Mystic*, while performing the duties mentioned, protect Yorktown.

Very respectfully, your obedient servant,

PETER HAYS,
Actg. Vol. Lieutenant, Comdg., and Senior Officer in York River.

Commodore JOSEPH LANMAN,
Comdg. Second Division, North Atlantic Blockading Squadron.

[Telegram.]

NEW IRONSIDES,
Bermuda Hundred, January 29, 1865.
(Received 1:45 p. m.)

Expedition under command of General Graham went to Pagan Creek yesterday. I have directed naval vessels to cooperate. Deserters report rebel ironclads to come down again; all ready for them.

WM. RADFORD,
Commodore.

Hon. G. WELLES,
Secretary Navy.

[Telegram.]

FORT MONROE, VA., *January 29, 1865—3 p. m.*

The boats have returned, having gone as far up Pagan Creek as the ice would allow, being very thick. Saw no appearance of rebels or boats. During the night saw many signals by fires.

On Wednesday General Shepley desires the cooperation of a navy force in the same direction, which I shall give.

JOSEPH LANMAN,
Commodore, etc.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Watmough, U. S. Navy, giving information received from a deserter from Battery Anderson regarding torpedoes.

U. S. GUNBOAT KANSAS,
Smithville, N. C., January 28, 1865.

ADMIRAL: I return the list of pilots, with their whereabouts, as far as I can ascertain.

One of the deserters from Battery Anderson that was sent over to headquarters to-day states that but two torpedoes are planted, and those are near the wharf in the channel, and are galvanic. He says also that the *Pequot's* firing the other day caused the colonel commanding to pack up, and that 200 men and officers of a South Carolina command deserted and went home.

I am negotiating with a planter outside our lines to supply the piling. If he agrees, the teams will not be required, as he can float them down a creek.

I have the honor to be, very respectfully, your obedient servant,
PEND. G. WATMOUGH,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Febiger, U. S. Navy, regarding orders issued for the recapture of the steamer Philadelphia, and stating the cause of delay on the obstructions in the Roanoke River.

U. S. S. MATTABESETT,
Plymouth, N. C., January 29, 1865.

SIR: I have the honor to acknowledge the receipt of your letter, dated the 27th instant, enclosing extracts of the admiral's dispatches in relation to the *Philadelphia*.

I have ordered the *Ceres* to proceed at once to recapture the *Philadelphia* and to carry out your instructions as far as the ice in the canal will permit.

I suppose it will be necessary for the prize master to be ordered from the captor (*Valley City*), that a proper libel may be filed against the prize by one acquainted with all the facts of the case.

I will send six men from this vessel and direct Acting Master Foster, in case he finds the *Philadelphia*, to send them with an officer from his vessel to take charge until further orders.

The weather has been so excessively cold for the past two days that it was impossible for the men to work on the obstructions, their hands actually freezing to the iron. I have all the logs in place and have commenced to get the chain over. If the weather moderates and the logs are not carried away by the ice I think it probable that the chain will be over in a couple of days. The new plan will require many more workmen and much more material than I have at present, especially a pile driver. I have requested Captain Foster, in case he goes to Roanoke, to search for the hammer there, and in case he is successful, will endeavor to rig the one I have.

With their usual carelessness the soldiers this morning fired the buildings on the wharf opposite the ram, and they, with their contents, were all destroyed, the army losing about 3,000 rations, and all the cot-

ton and tobacco resulting from the Frankle raid. Our loss was all the material gotten out for pumps, those finished being saved.

The army expedition remains still at Colerain, and I have the *Valley City* there as protector.

The cold weather has stopped Mr. Wyman in his work, but he thinks the apertures are now sufficiently closed to pump her out, if he had his steam pump. I have requested Captain Foster, in case he should come across the schooner with the apparatus, to give her all assistance.

I had everything taken out of the schooner *Allen* that could be stowed in the different vessels, and yesterday sent her down to report to you at New Berne.

We will require more coal by the end of this week, the *Saco* being nearly discharged.

Very respectfully, your obedient servant,

JNO. C. FEBIGER,
Commander.

Commander W. H. MACOMB,
Comdg. Division Sounds, North Carolina, U. S. S. Shamrock.

P. S.—I enclose Mr. Willis's receipt for salt from the prize schooner; also copy of instructions to Captain Foster. I have just received information that the obstructions above have been carried away by the ice. It is rather provoking, but I will do the best I can.

J. C. F.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, calling attention to official requirements regarding testimonials to officers.

NAVY DEPARTMENT, *January 30, 1865.*

SIR: The Department calls your attention to the 5th and 8th clauses of its general order of December 12, 1862 (copy herewith enclosed), relative to testimonials to officers.

While a commander of a squadron is required to report promptly and carefully every transaction under his command and to give every officer and man the praise or censure justly due them, such reports are to be made to the Secretary of the Navy, not to the officers or men themselves. All written testimonials of general or particular conduct given by a commander of a squadron are likewise to be addressed to the Secretary of the Navy.

The requirements mentioned have been overlooked by you in recent communications to commanding officers who served in the attacks on Fort Fisher and have been ordered north by you, particularly so in the case of one who had been affected by a retiring board. The board was constituted by the Department under authority and in pursuance of an act of Congress, and their findings were approved by the President of the United States.

Your reflections upon the actions of that board, even though they may be just, should not be embodied in an official communication or orders to an officer under your command.

It is likewise amiss to intimate to an officer that the Department will probably assign him to any special or particular duty.

The Department does not doubt that the several officers who have received these congratulatory letters from you discharged their duties faithfully, but their merit should be recorded as the regulations require.

These departures to which I have referred are calculated to embarrass the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Comdg. North Atlantic Blockading Squadron, off Wilmington.

[Telegram.]

FORT MONROE, *January 30, 1865—4:30 p. m.*
(Received 4:50 p. m.)

Just arrived from Fort Fisher and Beaufort, N. C. All quiet. Leave here at 5 for Annapolis. Will be in Washington in the forenoon.

G. V. FOX,
Assistant Secretary.

GIDEON WELLES,
Secretary Navy.

Report of Acting Volunteer Lieutenant Dunn, U. S. Navy, commanding U. S. S. Montgomery, regarding an attack by that vessel upon the enemy's rifle pits.

U. S. S. MONTGOMERY,
Off New Inlet, North Carolina, January 30, 1865.

SIR: I beg leave to make the following report:

At 10:30 a. m. yesterday I saw a number of the enemy on shore, apparently occupying a line of rifle pits extending along the edge of the woods opposite this ship. I immediately opened fire upon them from my starboard battery, and after a few shells had burst near them the enemy retreated to the woods.

Continued shelling the woods until 1 p. m.

At 5 p. m. saw a company of about 40 men come out from the woods and proceed along the edge of the rifle pits, apparently stationing or relieving pickets. Opened fire upon them, dropping the first shell (a X-inch) directly among them, when they retreated in haste. Directed my fire into the woods, where the enemy appeared in large force. Continued shelling them until dark.

This morning the enemy appear to have evacuated the position, as no fires are visible in the woods and not a single man can be seen, although a sharp watch has been kept on the shore since daylight.

Very respectfully, your obedient servant,

THOS. C. DUNN,
Acting Volunteer Lieutenant, Commanding.

Captain B. F. SANDS,
Senior Officer off New Inlet, North Carolina.

Report of Acting Volunteer Lieutenant Dennison, U. S. Navy, regarding an engagement with the enemy in the vicinity of Half Moon battery.

U. S. S. CHEROKEE,
Off Half Moon Battery, January 30, 1865.

SIR: In pursuance to your order, I respectfully submit the following report, viz:

At 3:30 p. m. to-day I could see small detachments of men moving

about through the edge of the woods to the northward of Half Moon battery, and from their appearance I concluded they must be at work somewhere in the vicinity. I steamed into 3 fathoms of water in order to ascertain quietly whether they were erecting any new defenses, when I suddenly discovered a body of men, numbering, say, 800, moving through the edge of the woods in a southerly direction, on the western side of Myrtle Sound; they were fully equipped with muskets, knapsacks, canteens, etc. I opened upon them with my rifle and broadside guns, which had the effect of scattering them in all directions; they, however, appeared again moving in the same direction, but I drove them back after firing a few rounds.

After they were driven back the second time, a body of men came in from the woods and occupied the rifle pits, which our men captured a few days ago. Having the range of these pits, I dropped some shell in and around them, which could not have failed doing some execution; finding my fire too warm for them, they ran again for the woods.

In my opinion the enemy have a large body of men at work in the rear of Half Moon battery.

I am, very respectfully, your obedient servant,

WM. E. DENNISON,
Acting Volunteer Lieutenant, Commanding Cherokee.

Captain B. F. SANDS,
U. S. S. Fort Jackson, Senior Officer off New Inlet.

Report of Rear-Admiral Porter, U. S. Navy, regarding "double-enders."

FLAGSHIP MALVERN,
Cape Fear River, North Carolina, January 30, 1865.

SIR: I received an order some time since from the Department to try the *Yantic*, *Nyack*, and vessels of that class under sail together, but no opportunity has occurred to do so, the vessels being constantly engaged in battle or service, or preparing for battle.

These vessels, though, have proved themselves a perfect success as steam gunboats. They are fast, steady at sea, and come up in every respect to the requirements of a good vessel of war. They will all average 11 knots, are of light draft, and will enter most of these Southern harbors at high water.

I do not think that they have canvas enough to cruise under sail alone, and the sail is only serviceable to them in very fresh breezes or in lying to in a gale. As sea boats these vessels are unsurpassed.

I have found the double-enders a much better class of vessels than they have been represented to me. Indeed, for the purpose for which they were intended (as river boats), they are capital vessels, and have only one defect—that is, they don't fire their guns straight ahead. This defect can be easily remedied by cutting a port in the bow, which any commander would be justified in doing when the necessity arises.

There is a wide difference between the contract double-enders and those built by the Government. The latter are strong and substantial. Some of them are of great speed, and if not quite equal in this respect to the blockade runners, they have proved themselves faster than the best rebel privateers. The *Sassacus* chased the *Tallahassee* for over forty hours, and although the rebel was lost sight of in the night on two occasions, she was sighted again in the morning, and the *Sassacus* gained on her. The *Tallahassee* finally made her escape in the darkness.

Although these double-enders are not intended for sea, I have used them there in all weathers for the last four months.

The *Pawtuxet*, *Iosco*, *Sassacus*, *Osceola*, and *Mackinaw* have been used all this winter off this coast as blockaders, and these vessels, with the *Tacony* and *Pontoosuc*, rode out at anchor, with the monitors, a heavy gale, which did not try them in the least.

I heard complaints about their not minding their helm in a gale, and not paying off as rapidly as they should.

This arose from a mechanical defect in the arrangement of the rudders. If these were fitted and secured exactly like the ferryboats on East River (only stronger) there would be no difficulty about their working in any weather.

Now, there is too much play to the rudder, and the forward one sometimes gets in a position where it counteracts the after one. This I could arrange at a navy yard, in all the vessels, in a week.

I am not a convert to the complaints made against these vessels by some of those who go in them.

The contract-built vessels are weak, and should not be used as seagoing craft, but the Government-built vessels are able to cruise and go anywhere.

I once commanded, when a lieutenant, one of the first built and smallest of them, the *Octorara*. She was built by the Government, and I never was in so easy and comfortable a vessel. She still possesses that reputation.

Some of these vessels are represented as wet in a gale. I never saw a ship that was not. There may be defects in their power of resistance against shot. That is the case with every wooden vessel I had in this fleet. There was not one where the boilers were perfectly protected.

Two of the double-enders had their boilers pierced by shot, but that did not put a stop to their operations. They were in every fight afterwards, and made quite as much speed as was necessary under one boiler, and good speed at that.

In action I found the batteries of these vessels very effective, from the fact that I could place them as close as it was possible to go near the shoals. Each one could bring six heavy guns to bear from one side, which made four of these vessels equal in broadside guns to one of the heavy frigates, the *Wabash* firing 23 IX-inch guns and one 150-pounder pivot from her broadside, while four double-enders fired 16 IX-inch guns and 8 100-pounder rifles, or XI-inch guns, from a broadside, the favor in guns being on the side of the four double-enders and the strength and power of endurance being on the side of the frigates.

For operating in rivers, for which purpose they were intended, these vessels are good, substantial ones, and could be perfectly well adapted to the work required of them with very little alteration, and those built by Government can go anywhere and at any time.

I could suggest improvements. The principal one is that they should be able to fire right ahead.

As to making them shot proof, that is out of the question.

Monitors and ironclads will hereafter be the vessels called upon to silence fortifications and dismount guns.

The double-enders are quite suitable for running past batteries, where the channel is clear and known, and also for protecting the flanks of troops on narrow rivers, where they can not turn, and require to go either way.

I have seen them on several occasions moving along stern first, and going out of a narrow harbor in that manner. If one can do it I do not see why the others can not.

I have finally to remark that if any distrust has been felt toward these vessels it has originated with those that are contract built, which are indeed badly constructed. No complaint can be justly made of the vessels built at our navy yards. When we come to have the proper establishments that should be a part of a great country we shall hear no more complaints about monitors, double-enders, or propeller gunboats not being all that could be desired.

I will try the *Nyack* class of vessel under sail on the first opportunity.

There is one thing I would respectfully recommend for all naval wooden vessels: Whenever I have been anywhere where this class of vessel was used for fighting or running past batteries they have always protected themselves with chains, which I have observed were very useful in resisting shot and shell. We used them on all the vessels at New Orleans, or when running by Forts Jackson and St. Philip.

I saw them used again at the first attack made on Vicksburg.

I used chains effectively at the passage of the batteries at Vicksburg, at Arkansas Post, at the heavy fight at Grand Gulf, at Haynes' Bluff, against the heavy batteries there, and in various attacks made by gunboats on the batteries at Vicksburg.

Chains were also used by Admiral Farragut's vessels in the attack on Fort Morgan, in Mobile Bay.

In all the cases enumerated, and in many smaller attacks which I could mention on the Mississippi, the chains were found invariably to have resisted shot, and but for this arrangement the vessels would have been seriously injured.

Now, I recommend that every vessel should carry in her hold a certain number of iron plates, with arrangements on the outside of the vessel to fasten them on at a moment's notice when going into action.

A vessel could easily carry twice the weight of her cable in plates 2 inches thick, 6 feet long, and 2 feet wide.

This would protect the vulnerable part of the machinery against many a shot. The parts where there is no machinery would have to take the shot, and not mind it any more than wooden vessels formerly did.

In fact, I propose that every wooden vessel should carry a light armor to put on when going into action. It would give them an immense advantage over any other wooden vessels at sea. They would be able to run by a battery with slight damage to machinery and stand a pretty good battering at anchor from guns on shore.

Two-inch plates would be a sufficient protection against the shot that are generally used.

These plates can be carried at sea in fine weather. All the large and small vessels in this fleet carried their chain armor in all weathers, and it did not interfere seriously with their speed.

In conclusion, permit me to say that if the double-enders are fitted with bulwarks to let down at either end they are just what are desired for the present occasion.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Lanman, U. S. Navy, regarding two torpedoes unearthed in King's Creek.

U. S. S. MINNESOTA,
Hampton Roads, Virginia, January 31, 1865.

SIR: It may be proper to inform you that two torpedoes were dug up last midnight on the beach of King's Creek, about 4 miles south of Pagan Creek, by Commander [Acting Ensign] Kerens, of picket gunboat *Henry Brinker*. They were complete, containing about 150 pounds powder each. I doubt if they were intended for ships. They are on board the *Henry Brinker*, sent to-day to Norfolk navy yard for repairs.

I will forward the official report to Admiral Porter by the *A. D. Vance*, which will sail to-morrow.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Division North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Ensign Kerens, U. S. Navy, regarding expedition to King's Creek and the discovery of two torpedoes.

U. S. S. HENRY BRINKER,
James River, January 31, 1865.

SIR: I have the honor to report the following results of an expedition fitted out from this vessel on the night of January 30.

Seeing a sloop a short distance up King's Creek at 1:30 p. m., I took my two boats and went ashore to examine and destroy her. Having satisfied myself that she was of no use whatever to the enemy, I started on my return to the vessel, when, on coming out of the mouth of the creek, I discovered 5 men, who, upon seeing us, immediately fled. These actions aroused my suspicions, and I determined to search the vicinity for boats under cover of night. Accordingly, at 9:30 p. m., I started in my gig, accompanied by Acting Third Assistant Engineer Henry M. Hutchinson and 5 men, and the second cutter under command of Acting Master's Mate Henry S. Buckless, accompanied by Purser's Steward W. W. Russell and 5 men, and proceeded to the mouth of the creek, where, as the ice completely stopped my further progress, I landed and proceeded up the bank. After an hour and a half careful searching I discovered two very suspicious looking mounds, which I determined to open. Acting Master's Mate Buckless then established a picket line, which would completely guard us against any surprise by the enemy, who were in a house in plain sight. I then pulled off some of the earth and found there was a torpedo, with a supposed galvanic battery on its end, in each. Fearing disastrous consequences, I asked for a volunteer to find and cut the wire and connection from the battery to the torpedo. Acting Third Assistant Engineer Hutchinson bravely volunteered to do it, and, assisted by John McKenna, landsman, by use of a lantern completely screened from the enemy's observation by the men's overcoats, succeeded in safely severing the connections and then dug it up. After a similar process the other was also successfully unearthed, and both safely carried half a mile to the boats. I then proceeded to the vessel, where I arrived at 3 a. m. of the 31st. My boats were considerably cut by floating ice. The torpedoes, I suppose, contain about 150 pounds of powder each, one fitted with a galvanic battery or friction primer and the other with a

battery or primer and 3 percussion fuzes. King's Creek is about 4 miles to the southward of Pagan Creek. Also, on the morning of the 29th day of January, I picked up a boat floating about 500 yards from shore, with oars and four muffled rowlocks, capable of containing 10 men.

I can not give too much praise to the officers and men who volunteered to go on such a dangerous expedition.

I am, very respectfully, your obedient servant,

JAS. H. KERENS,
Acting Ensign, Commanding U. S. S. Henry Brinker.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of the commandant navy yard, Norfolk, regarding the withdrawal of Picket Boat No. 3 from the James River.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Norfolk, January 31, 1865.

SIR: I have the honor to acknowledge the receipt this day of your letter of the 22d instant in reference to the picket launch *No. 3*.

I beg to state that picket launch *No. 3* is now serving in the James River, but will be withdrawn therefrom with as little delay as possible and dispatched to Fort Fisher via the sounds and Beaufort, according to instructions.

Very respectfully, I am, sir, your obedient servant,

J. M. BERRIEN,
Commandant Naval Station, Norfolk.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron,
U. S. Flagship Malvern, Cape Fear River.

Report of Rear-Admiral Porter, U. S. Navy, regarding the departure of vessels for the East and West Gulf Squadrons.

NORTH ATLANTIC SQUADRON,
Flagship Malvern, Cape Fear River, January 31, 1865.

SIR: Agreeable to your orders of 23d instant, I have sent the *Fort Jackson* and *Quaker City* to report for duty on Galveston blockade to the commanding officer of West Gulf Squadron, and the *Tristram Shandy*, *Britannia*, and *Cherokee* to report to the commanding officer of the East Gulf Squadron. I propose sending the *Lilian* to the latter place also, as she is of very light draft and will cruise most easily amongst the keys. I had to send her to Norfolk for repairs, and would respectfully suggest that the Department would mention to the commandant of the navy yard there the necessity of getting her off. She wants a little more accommodations for officers and a thorough cleaning inside and calking.

Her late commander kept her in a most wretched condition.

I will send another vessel to Key West until the *Lilian* is ready, when I can spare one, and will notify you.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Porter, U. S. Navy, to Commodore Rodgers, U. S. Navy, to assume temporary command of the U. S. S. Gettysburg.

CAPE FEAR RIVER, *January, 31, 1865.*

SIR: As I do not consider the officer in charge of the *Gettysburg* of sufficient experience to take charge of the *Gettysburg*, you will assume command and take her to Hampton Roads, when you will please telegraph her commander to join her, and she will await in Hampton Roads his arrival in that place, unless the Department sends another commander, after which she will return to me with mails, etc., without delay.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral.

Commodore JNO. RODGERS, U. S. Navy.

Order of Rear-Admiral Porter, U. S. Navy, to the senior officer in James River, regarding the U. S. S. Advance.

CAPE FEAR RIVER, *January 31, 1865.*

SIR: Order the *A. D. Vance* to report to me without delay. Send mails and express matter down in her.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore WM. RADFORD,
Commanding Ironsides, or Senior Naval Officer, James River.

Order of Rear-Admiral Porter, U. S. Navy, to Captain Sands, U. S. Navy, commanding U. S. S. Fort Jackson, to proceed to duty on the Galveston blockade.

CAPE FEAR RIVER, *January 31, 1865.*

SIR: By direction of the honorable Secretary of the Navy you will proceed without delay to the West Gulf Squadron and report to the commanding naval officer for the Galveston blockade. Pensacola is the headquarters of the commander in chief.

What repairs you require can be made there.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Captain B. F. SANDS,
Comdg. U. S. S. Fort Jackson, off New Inlet, North Carolina.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Spicer, U. S. Navy, commanding U. S. S. Quaker City, to proceed to duty on the Galveston blockade.

CAPE FEAR RIVER, *January 31, 1865.*

SIR: By direction of the honorable Secretary of the Navy you will proceed without delay to the West Gulf Squadron and report to the commanding officer for the Galveston blockade. Pensacola is the

headquarters of the commander in chief. What repairs you require can be made there.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. F. SPICER,
Comdg. U. S. S. Quaker City, off New Inlet, North Carolina.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Green, U. S. Navy, commanding U. S. S. Tristram Shandy, to proceed to duty at Key West.

CAPE FEAR RIVER, *January 31, 1865.*

SIR: By direction of the honorable Secretary of the Navy you will proceed without delay to Key West, Fla., and report your vessel for duty to the commanding officer of the East Gulf Squadron at that place.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant F. M. GREEN,
Commanding U. S. S. Tristram Shandy, Cape Fear River.

[Order of same date and like tenor to Acting Volunteer Lieutenant Dennison, commanding U. S. S. *Cherokee.*]

Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Sheldon, U. S. Navy, commanding U. S. S. Britannia, to proceed to duty at Key West.

CAPE FEAR RIVER, *January 31, 1865.*

SIR: By direction of the honorable Secretary of the Navy you will proceed to Key West, Fla., and report with your vessel for duty to the commanding officer of the East Gulf Squadron at that place. Stop off Georgetown, S. C., and deliver enclosed letter.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant W. B. SHELDON,
Commanding U. S. S. Britannia, Cape Fear River.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Barnes, U. S. Navy, commanding U. S. S. Bat, to return to the Cape Fear River.

CAPE FEAR RIVER, *January 31, 1865.*

SIR: You will return with your vessel and report to me in this river. Come in over the Western Bar, via Smithville.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JOHN S. BARNES,
Commanding U. S. S. Bat, off Georgetown, S. C.

Report of Rear-Admiral Porter, U. S. Navy, regarding the need of additional light-draft monitors for cooperation against Wilmington.

FLAGSHIP MALVERN,
Cape Fear River, January 31, 1865.

SIR: Not wishing that this portion of the fleet should remain inactive, I have been endeavoring to get the vessels ready to commence operations on the forts along the river. We have had to dismount nearly all the 100 pounder rifled guns and supply their places with XI and IX inch guns. I hope to have the vessels ready by the time General Grant gets the troops here, which he proposes to cooperate with them in the march on Wilmington. The channel here is so very narrow that not more than two vessels can be advantageously brought into action without the prospect of certain destruction, and I would advise that at least two more light-draft monitors be sent here immediately, which will enable me to destroy all the forts along the river without loss.

I have sent three to Charleston and received one in return. If two more from there could be sent it would be the most expeditious, and they would very soon return. All these forts are secured from vessels running by the batteries by heavy obstructions of cobwork and stone, protected by torpedoes, and no vessel drawing over 4 feet could possibly pass them without the forts were first captured. As General Grant thinks it necessary to send forces here to take Wilmington, I wish the Navy to be able to do their part efficiently and successfully. It will require a hearty cooperation on the part of each to get to Wilmington.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, transmitting information from General Grant regarding a ram under construction by the enemy in Roanoke River.

NAVY DEPARTMENT, *January 31, 1865.*

SIR: I transmit herewith a copy of a letter addressed to me on the 24th instant by Lieutenant-General Grant, calling attention to the rebel ram in the Roanoke River, and suggesting measures to provide against disaster from it.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron, off Wilmington.

[Enclosure.]

HEADQUARTERS ARMIES OF THE UNITED STATES,
City Point, Va., January 24, 1865.

SIR: I would respectfully call your attention to the fact that the rebels are now at work on a formidable ram in the Roanoke River, at a place known as Rainbow Bluff. This ram they expect to complete within the next five or six weeks.

It is hardly necessary for me to call your attention to the disaster that would be caused by allowing this vessel to get in commission against anything we now have afloat in Albemarle Sound.

I would respectfully suggest that one of the monitors, now no longer of use with Admiral Porter, be worked through Hatteras Inlet, and that, in addition, the ram *Albemarle* be raised and repaired for use.

I have the honor to be, very respectfully, your obedient servant,

U. S. GRANT,
Lieutenant-General.

Hon. G. WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Lieutenant-General Grant, U. S. Army, acknowledging information regarding Confederate ram.

NAVY DEPARTMENT,
January 31, 1865.

SIR: The Department has received your letter of the 24th instant, calling attention to the rebel ram building in Roanoke River, and suggesting measures to provide against disaster from it, and has transmitted a copy of it to Rear-Admiral Porter.

Very respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

Lieutenant-General U. S. GRANT,
Headquarters Armies of the United States, City Point, Va.

List of vessels composing the North Atlantic Blockading Squadron, February 1, 1865.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
A. D. Vance	5	4	Lieut. Commander J. H. Upshur	Hampton Roads.
Agawam	10	3	Commander A. C. Rhind	Norfolk Navy Yard.
Aries	7	3	Acting Volunteer Lieut. J. M. Williams.	Off New Inlet, North Carolina.
Alabama	10	3	Acting Volunteer Lieut. A. R. Langthorne.	Hampton Roads.
Alert	2	4	Acting Ensign J. Bishop	James River.
Atlanta	3	3	Acting Volunteer Lieut. T. J. Woodward.	Do.
Anemone	4	4	Acting Ensign W. C. Borden	Beaufort, N. C.
Arletta	3	4	Lieut. Commander W. C. West	Do.
Albemarle	------	4	Acting Asst. Paymaster Mellach	New Berne, N. C.
Ben Morgan	------	4	Acting Master A. B. Mulford	Norfolk, Va.
Belle	2	4	Acting Master J. G. Green	Sounds, North Carolina.
Berberry	4	4	Acting Ensign R. W. Rowntree	Cape Fear River.
Bignonia	3	4	Acting Volunteer Lieut. W. D. Roath.	Norfolk Navy Yard.
Bat	------	------	Lieut. Commander J. S. Barnes	Off Western Bar.
Chicopee	10	3	Commander A. D. Harrell	Norfolk Navy Yard.
Commodore Hull	6	4	Acting Master F. Josselyn	Sounds, North Carolina.
Ceres	2	4	Acting Master H. H. Foster	Do.
Cambridge	10	3	Acting Volunteer Lieut. J. F. Nickels.	Norfolk Navy Yard.
Commodore Barney	7	4	Acting Volunteer Lieut. G. B. Livingston.	James River.
Cactus	3	4	Acting Master and Pilot J. Evans	Norfolk, Va.
Commodore Morris	7	4	Acting Master R. G. Lee	James River.
Crusader	7	4	Acting Volunteer Lieut. P. Hays	York River.
Chippewa	6	4	Lieut. Commander A. W. Weaver	Cape Fear River.
Commodore Perry	5	4	Acting Volunteer Lieut. A. P. Foster.	James River.
Clinton	------	4	Acting Ensign G. W. Hadden	Norfolk Navy Yard.
Charles Phelps	------	4	Acting Ensign W. Ottiwell	Craney Island, Virginia.
Cohasset	1	4	Acting Ensign and Pilot [G. B.] Griffin	Norfolk Navy Yard.
Clematis	3	4	Acting Volunteer Lieut. E. D. Bruner.	Do.
Dumbarton	4	4	Acting Volunteer Lieut. H. Brown	Do.

Vessels composing the North Atlantic Blockading Squadron, February 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Delaware	4	4	Acting Master J. H. Eldridge	James River, Virginia.
Dawn	3	4	Acting Master J. A. Jackaway	Do.
Daylight	8	4	Acting Master H. A. Phelon	Do.
Eolus	4	4	Acting Master E. S. Keyser	Cape Fear River.
Emma	8	4	Acting Master [J. A.] Hamilton	Do.
Eutaw	10	3	Lieut. Commander H. C. Blake	James River.
Fort Donelson	1	4	Acting Master G. W. Frost	Guard vessel, New Inlet.
Fahkee	5	4	Acting Master F. R. Webb	Off New Inlet.
Gettysburg	7	3	Acting Master [C. B.] Dahlgren	Cape Fear River.
Governor Buckingham	6	3	Acting Volunteer Lieut. J. MacDiarmid.	Off New Inlet.
General Putnam	4	4	Acting Master H. H. Savage	James River.
Granite (sloop)	------	------	Acting Master E. Boomer	Hatteras Inlet.
Glance	------	4	Acting Ensign H. Wheeler	James River.
Howquah	5	4	Acting Volunteer Lieut. J. W. Balch	Off New Inlet.
Huron	5	4	Lieut. Commander T. O. Selfridge	Cape Fear River.
Hunchback	7	4	Lieut. J. P. Fyffe	James River.
Henry Brinker	3	4	Acting Ensign J. H. Kerens	Do.
Heliotrope	1	4	Acting Ensign and Pilot [J. M.] Norman.	Hampton Roads.
Hoyt	------	4	Acting Ensign H. B. Twambly	Sounds, North Carolina.
Hetzel	2	4	Acting Master [G. B.] Thompson	Norfolk Navy Yard.
Harcourt	------	4	------	Do.
Josco	10	3	Commander John Guest	Cape Fear River.
I. N. Seymour	2	4	Acting Ensign F. B. Allen	James River, Virginia.
Kansas	8	4	Lieut. Commander P. G. Watmough	Cape Fear River.
Lilian	2	4	Acting Volunteer Lieut. T. A. Harris	Norfolk Navy Yard.
Keystone State	6	3	Commander H. Rolando	Off New Inlet.
Lockwood	3	4	Acting Ensign J. Q. A. Davidson	Sounds, North Carolina.
Lilac	2	4	Acting Ensign J. A. Chadwick	Norfolk, Va.
Little Ada	2	4	Acting Master S. P. Crafts	Cape Fear River.
Lenapee	10	3	------	Do.
Monticello	6	4	Lieut. W. B. Cushing	Off Western Bar.
Maumee	3	4	Lieut. Commander R. Chandler	Cape Fear River.
Moccasin	3	4	Acting Ensign J. Brown	Do.
Mackinaw	10	3	Commander J. C. Beaumont	Do.
Massasoit	10	3	Commander R. T. Renshaw	James River.
Mount Vernon	5	4	Acting Volunteer Lieut. J. Trathen	Norfolk Navy Yard.
Mattabesett	10	3	Commander J. C. Febiger	Sounds, North Carolina.
Montgomery	6	3	Acting Volunteer Lieut. T. C. Dunn	Off New Inlet.
Maratanza	6	3	Lieut. Commander G. W. Young	Off Smithville, N. C.
Miami	8	3	Acting Volunteer Lieut. G. W. Graves	James River.
Mendota	10	3	Commander E. T. Nichols	Do.
Mount Washington	1	4	Acting Master and Pilot H. H. Haynie	Do.
Mystic	7	4	Acting Master W. Wright	York River.
Martin	------	4	Acting Ensign F. H. Crandall	Sounds, North Carolina.
Malvern	12	4	Ensign [W. C.] Wise	Cape Fear River.
Montauk	2	3	Lieut. Commander [E. E.] Stone	Do.
Nyack	8	4	Lieut. Commander L. H. Newman	Do.
New Berne	------	------	------	Supply steamer.
Nansemond	3	4	Acting Master J. H. Porter	Cape Fear River.
Osceola	10	3	Commander J. M. B. Clitz	Do.
Onondaga	4	3	------	James River.
Phlox	------	4	------	Do.
Pequot	3	4	Lieut. Commander D. L. Braine	Cape Fear River.
Pawtuxet	10	3	Commander J. H. Spotts	Do.
Pontoosuc	12	3	Lieut. Commander W. G. Temple	Do.
Poppy	2	4	Acting Ensign W. Clarke	James River.
Picket Boat No. 1 (Alpha).	------	4	Acting Ensign N. R. Davis	Do.
Picket Boat No. 3 (Gamma).	------	4	Acting Ensign H. F. Curtis	Do.
Picket Boat No. 4 (Delta).	------	4	Acting Master's Mate W. F. Gragg	Do.
Picket Boat No. 5 (Epsilon).	------	4	Acting Ensign E. M. Boggs	Do.
Picket Boat No. 6 (Zeta).	------	4	Acting Ensign F. [W.] Mintzer	Do.
Launch No. 3	1	4	------	Do.
Launch No. 5	1	4	Acting Ensign J. H. Chapman	Sounds, North Carolina.
Launch No. 6	1	4	Gunner H. Peters	Cape Fear River.
Rhode Island	12	2	Commander S. D. Trenchard	Special service with Assistant Secretary.
R. R. Cuyler	12	3	Commander C. H. B. Caldwell	Off Western Bar.
Renshaw	------	4	Gunner E. A. McDonald	Sounds, North Carolina.
Release	3	4	Acting Master J. Baker	Beaufort, N. C.
Roman (hulk)	------	4	------	Norfolk Navy Nard.
Republic	1	4	Acting Ensign J. W. Bennett	Cape Fear River.
Seneca	5	4	Lieut. Commander M. Sicard	Do.
Santiago de Cuba	11	2	Capt. O. S. Glisson	Norfolk Navy Yard.
Samuel Rotan	5	4	Acting Master W. G. Nutting	York River.

Vessels composing the North Atlantic Blockading Squadron, February 1, 1865—Continued.

Name.	Guns.	Class.	Commanding officer.	Present duty or station.
Shamrock	11	3	Commander W. H. Macomb	Sounds, North Carolina
Shokokon	6	4	Acting Volunteer Lieut. S. Huse	Beaufort, N. C.
Spuyten Duyvil (torpedo boat).	------	------	First Assistant Engineer [J. L.] Lay	James River.
Saffron	------	4	Acting Ensign H. M. Pishon	Do.
Sassacus	12	3	Lieut. Commander J. L. Davis	Cape Fear River.
Shawmut	------	------	Lieut. Commander [J. G.] Walker	Do.
Tacony	12	3	Lieut. Commander W. T. Truxtun	Do.
Unadilla	6	4	Lieut. Commander F. M. Ramsay	Do.
Unit	------	4	Acting Ensign H. P. Hathaway	Norfolk, Va.
Vicksburg	6	3	Lieut. [W. U.] Grozier	Off New Inlet.
Victoria	3	4	Acting Ensign W. Moody	Norfolk, Va.
Valley City	6	4	Acting Master J. A. J. Brooks	Sounds, North Carolina.
Western World	5	4	Acting Ensign E. Herrick	James River, Virginia.
Wilderness	4	4	Acting Master H. Arey	Cape Fear River.
Wyalusing	14	3	Lieut. Commander E. English	Sounds, North Carolina.
Whitehead	4	4	Acting Master G. W. Barrett	New Berne, N. C.
Wyandotte	5	4	Acting Master T. W. Sheer	Guard ship, Norfolk.
William Badger	------	------	Acting Ensign S. G. Swain	Beaufort, N. C.
Young America	2	4	Acting Master's Mate J. H. Gilley	James River.
Yantic	5	4	Lieut. Commander. T. C. Harris	Cape Fear River.
Zouave	2	4	Acting Ensign J. L. Hayes	Norfolk, Va.

Changes since last report.

Brooklyn	26	2	Capt. [James] Alden	Detached.
Britannia	6	4	Acting Vol. Lieut. [W. B.] Sheldon	Ordered to Key West.
Banshee	3	4	Acting Vol. Lieut. [W. H.] Garfield	Detached.
Colorado	50	1	Commodore [H. K.] Thatcher	New York.
Canonicus	2	3	Lieut. Commander G. E. Belknap	S. Atlantic Squadron.
Cherokee	6	4	Acting Vol. Lieut. W. E. Dennison	Key West.
Calypso	6	4	Acting Master [F. D.] Stuart	Boston.
Dictator	2	1	Commodore J. Rodgers	Repairing north.
Fort Jackson	11	2	Capt. [B. F.] Sands	West Gulf.
Juniata	14	2	Capt. J. J. Almy	S. Atlantic Squadron.
Minnesota	46	1	Commodore [Jos.] Lanman	Portsmouth, N. H.
Monadock	4	3	Commander E. G. Parrott	S. Atlantic Squadron.
Mahopac	2	3	Lieut. Commander E. E. Potter	Do.
Mohican	9	3	Commander D. Ammen	Do.
Mercedita	9	3	Lieut. Commander M. Haxtun	Detached.
Nereus	------	------	Commander [J. C.] Howell	Mariguana Pass.
Powhatan	24	1	Commodore [J. F.] Schenck	Detached.
New Ironsides	20	1	Commodore [Wm.] Radford	James River.
Quaker City	7	2	Commander [W. F.] Spicer	West Gulf.
Susquehanna	18	1	Commodore [S. W.] Godon	Key West.
Saugus	2	3	Commander [E. R.] Colhoun	James River.
Shenandoah	6	2	Capt. [D. B.] Ridgely	S. Atlantic Squadron.
State of Georgia	------	------	------	Detached.
St. Lawrence	13	1	Commander [D.] Lynch	Do.
Tuscarora	10	3	Commander [J. M.] Frailey	S. Atlantic Squadron.
Ticonderoga	14	2	Capt. [Chas.] Steedman	Do.
Tristram Shandy	4	4	Acting Volunteer Lieut. [F. M.] Green	Key West.
Tallapoosa	10	3	Lieut. Commander [J. E.] De Haven	Detached.
Vanderbilt	16	2	Capt. [C. W.] Pickering	New York (detached).
Wabash	44	1	Capt. [M.] Smith	Boston.

Report of Commodore Lanman, U. S. Navy, regarding the transfer of duties as senior officer in Hampton Roads to Commodore Schenck, U. S. Navy.

U. S. S. MINNESOTA,
Hampton Roads, Virginia, February 1, 1865.

ADMIRAL: I have the honor to inform you that I have this day transferred all the papers appertaining to the duties of senior officer at Hampton Roads to Commodore James F. Schenck. I have been directed by the honorable the Secretary of the Navy "to send on shore stores of all kinds not wanted for your voyage."

FEBRUARY 2, 1865.

I send the remaining 200 men and 2 boys to the *Alabama*, and shall proceed forthwith to Portsmouth, N. H.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Comdg. Second Division, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Cushing, U. S. Navy, regarding the beached Confederate steamer Agnes C. Fry.

U. S. S. MALVERN,
Cape Fear River, North Carolina, February 1, 1865.

SIR: I respectfully represent that the Confederate steamer *Agnes C. Fry* is beached on the coast 2 miles to the southward of Fort Caswell. She is not bilged and is in first-rate order in every respect. She is built of five-eighths-inch iron, has splendid engines, is about 1,000 tons, and handsomely fitted out. The ship is about 20 yards from the low-water mark in a bed formed in the quicksand, and could easily be launched by proper means, that are not at our disposal here. She is worth, if launched, $150,000.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, regarding operations in the sounds of North Carolina.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 1, 1865.

SIR: I have directed the picket torpedo launch at Norfolk to be sent to you without delay. Remember, if a ram comes down, you are to go into her with all your vessels and try and push her ashore, when the torpedo-boat must go in and blow her up. It is easily done; it only wants coolness and decision. Be prepared for this, and don't have such another disgraceful affair as occurred at Dutch Gap, when by rights we should have captured all the rebel rams.

If you are attacked, sacrifice all your vessels to obtain victory (it will be yours), but don't budge an inch downstream.

Knowing my wishes, I am sure you will carry them out.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, New Berne, N. C.

Report of Rear-Admiral Porter, U. S. Navy, transmitting document prepared at the request of Major-General Barnard, U. S. Army, on the subject of Federal defenses.

FLAGSHIP MALVERN,
Cape Fear River, North Carolina, February 1, 1865.

SIR: I have the honor to enclose you a communication (written at the request of Major-General J. G. Barnard) on the subject of the defenses of our ports.

The works lately captured here have so impressed General Barnard with the vulnerability of forts, when the concentrated fire of heavy ships is brought against them, that he has requested me to give him the result of my experience.

He has also requested me to make it an official communication to yourself, and to have a copy sent to him through the Navy Department.

I have complied with his request, and herewith enclose two copies, one to go on file, the other for Major-General J. G. Barnard, U. S. Engineers.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAGSHIP MALVERN,
Cape Fear River, North Carolina, February 1, 1865.

SIR: General Barnard has just visited the works lately captured here, and the impression made upon him by the new plan of defenses adopted by the rebels, and the effect of naval fire on them, has been to modify the opinions that he has heretofore entertained, if not to change them altogether.

He has requested me to write an official document to the Department on this subject, as he considers that the experience I have had in attacking forts of various kinds has enabled me to form a pretty accurate idea of their powers of endurance against the ships of the present day, and whether or not forts can be built that will stand a bombardment, such as can be brought against them by our Navy or any other navy equal or superior to it.

The matter is of so much importance to this country that I unhesitatingly comply with the request of General Barnard, although it is with some diffidence I undertake to handle a subject that may bring my opinions in conflict with those of officers more able and better informed on such subjects than I am. What opinions I may give are derived from an experience of four years' fighting against forts of all kinds, from a sand-hill battery for 12-pounders up to the largest work that was ever built.

I do not pretend to know anything about the theory of engineering or the rules which govern engineers in their different arrangements of stone, mortar, sand, and guns. I am afraid I shall startle some of their long-established convictions when I state that, in my opinion, we have no forts on our part of the continent which can stand the concentrated fire of heavy ships, monitors, and ironsides combined.

When the kind of ships enumerated can get within a mile of any works, and can bring to bear guns enough (say fifteen to one) to drive the artillerists from their batteries, the capture of a fort is a mere

matter of time, and a short time at that, if a properly equipped military force is combined with the naval attack.

The running past a battery is a very easy thing, when there is a straight channel and sufficient depth of water, and there is no fort in any of the waters of the North that can not be safely passed, and (in military phrase) the "position turned," and no forts now built can keep out a large fleet, unless the channel is obstructed.

These are rather bold statements for a sailor to make, but I may somewhat satisfy the feelings of military engineers when I state that forts can be built that can not only resist, but can destroy any ship attempting to pass them, although I doubt if any work could be erected that would prevent vessels, wooden or iron, from running by without obstructions in the channel.

So, after all, we can not depend solely on forts to defend the approaches to harbors, and must, in the end, rely a great deal upon the iron floating steam batteries to encounter vessels that might run past our shore batteries.

The result of the experience of this war goes to prove that no works of any kind yet erected can stand the fire of ships. The rebels, being thrown upon their own resources, and finding that their earliest efforts did not succeed, have adopted new plans which give evidence of great engineering skill, but which have failed in every case to prevent heavily armored vessels from passing their batteries, and in most cases their forts have succumbed. Indeed, I know of no instance where troops and ships properly combined have attacked a land work when the land work was not taken.

It has been the received opinion, up to a late date, that one gun on shore was equal to ten on board ship. This no doubt may be true so far as regards ten guns in a vessel and one gun in a fort, but the rule gives way when a very large number of guns is brought to bear on a fort and there is a continuous bursting of shells and shrapnel and showers of grape and canister against guns *en barbette* or men behind traverses.

It has been the custom to arrange guns *en barbette* in continuous rows at 20 feet apart, in batteries of ten, fifteen, or thirty guns, as might have been supposed sufficient to protect a place.

These guns were placed without intervening traverses, which is, even at this moment, the case with all our seacoast fortifications.

It is very plain to any one who has had any experience, and has been exhibited during this rebellion, that our seacoast works can not be manned and worked against fleets, since, by the close contiguity of the guns, the necessary crowding of the gunners, and the absence of all kinds of defense, the destructive effect of shells is too great to permit men to stand by their guns, which would soon be disabled (even if they had traverses) by the cool, deliberate fire of monitors and ironsides, combined with XI-inch and 100-pounder rifles in wooden vessels.

Even though forts may be protected by the best of traverses, shells fired at proper elevations must take effect on the battery, since if it misses one gun it must strike another, and if the fire is at all enfilading the shell may take effect on several guns at the same time. As long as a gun is disabled it matters little how it is done.

There is one source of mischief to gunners and guns arising from the erection of sand-bag or earth traverses. In the first place, a heavy shell striking or exploding on a traverse knocks the sand into the muzzles of the guns and disables them as effectually as if they were dismounted. This happened at Fort Fisher long before the guns were dismounted by our shells.

In the second place, the sand bags are thrown down on the circles and prevent the training of the guns. They are also thrown upon the gunners, wounding them seriously and burying them under the earth. I saw an instance of this kind at Fort Fisher, where a rebel was buried by a shell, with nothing but his head left above ground.

A barbette battery must be very defective and vulnerable when the guns are placed within 30 feet of each other. The space should be at least 100 feet, with high earthen traverses between the guns. That is, supposing we still adhere to the new system of fortifications, which has been found capable of resisting ships.

There are points where forts could be built as above mentioned where they would be unassailable by ships, and Federal Point, where Fort Fisher stands, is one of those points.

Had the engineer, Whiting, known anything of the hydrography of the outer bar, he would have placed his fort 1 mile inside of where he did build it. His works then would have been out of reach of any naval guns. His line would have extended from the sea, inside of the bar, to the [Cape Fear] river and swamp on the inside, rendering it perfectly impossible for an enemy landing there to turn either end of the fortified line.

This line would have commanded completely the tortuous and shallow channel leading into Cape Fear River, and all the light-draft vessels on earth could not have entered there; neither could light-draft monitors nor any kind of vessel, except in peaceful times and with an experienced pilot.

Thus it appears that the most skillful engineers will make mistakes which the knowledge of an intelligent seaman would have corrected. It was our good fortune that the engineer, Whiting, was self-opinionated, or else knew nothing of the hydrography outside the bar, near the fort, or else he never had formed an idea of what the concentrated fire of 300 guns would be on the face of a work protected by traverses.

The Confederates, however, by numerous contests with our fleet, have learned that the old system of defending forts is very defective. They began at Hilton Head, by following the old arrangement, and were driven from their guns in a short time.

They at once, on finding the system defective, went to work to scatter their guns in numerous small batteries, instead of having them all together, and at the same time increased the space between the guns not less than 60 feet and protected them by high traverses, which also answered for bombproofs.

At Fort Caswell the rebel engineers have entirely ignored the arrangements of the United States engineers, which were made at great expense, and all the improvements of modern times, introduced (as it was supposed) as circumstances required.

While the rebels have been steadily advancing in the science of building forts, or remodeling those that fell into their possession, we have not progressed in a like manner, from the fact that necessity, which is the mother of invention, never arose to put the intelligence of our engineers to work.

Our frowning stone works, with their guns all standing out *en barbette*, and with others looking through small ports and mounted in enclosed casemates, gave a feeling of security and seemed to bid defiance to the strongest foe, while, in fact, both these arrangements are glaring defects and a most prominent evidence of weakness in our forts. There is not a fort in the United States that I have seen that could not be silenced by ships, if a sufficient number were assigned to

the task, and the monitors would in a very short time (unmolested by the fire which heavier ships could keep down) knock away the walls with their XV-inch shot, and the whole fabric would be in ruins.

The fact that our forts have XV-inch or XX-inch guns mounted, and could sink a monitor if they struck her, furnishes no argument in favor of the forts. On the contrary, those large guns, standing so high up and loading so slowly, are just the objects that naval gunners would delight to explode their shrapnel against, and, from my experience in naval gunnery, the third shell would kill every man at the gun.

If these monster guns were placed in stone casemates, with shutters of thick iron outside, they would be very severe on ships, provided the stone wall would stand the blow of a XV-inch shot. Common sense will tell anyone that stone must crumble before the repeated blows of XV-inch shot. To prove it, it is only necessary to put a block of the best granite under a trip hammer of ordinary size. The XV-inch shot is equal to trip hammer, anvil, bellows, and forge, all thrown at the same time.

The rebels seem to have comprehended at once the weakness of the works at Caswell, and remodeled the fort entirely, keeping the old structure as a ground to work upon, securing the brick walls, inside and out, with sand bags and other earthworks, against heavy shot, scattering the guns and protecting them with huge traverses, as at Fort Fisher.

It would have been a most difficult place to take. I do not think ships could have had any effect upon it, as it was entirely out of the reach of our heaviest shot. The monitors could not enter the channel, and had we attacked that place, as was proposed by an engineer who was totally ignorant of the hydrography, we should have failed in the naval part of the operations. It was a land or siege operation altogether. The Navy would have been most effective in landing troops, and covering them until they carried their approaches to within half a mile of the works.

I mention Fort Caswell as showing that the rebels could have secured themselves perfectly had they planted Fort Fisher a mile farther back from the eastern beach.

The question now is, What is the right system to be adopted in building forts?

As I have seen every kind of fort that has yet been built attacked by ships (wooden and iron), and in no instance did the vessels fail to capture or aid in capturing the forts, General Barnard has requested me to express my views and give the result of my experience. I do so with no desire to make myself conspicuous, or take a leading part in a subject which properly belongs to another branch of the service, and I only undertake to throw some light on the subject at the request of others.

My first experience in fort fighting was when I was quite a boy, and while a midshipman in the Mexican navy. I belonged to a twenty-gun brig, mounting 24-pounder carronades. We attacked two Spanish brigs of war of superior force, beat them, and drove them, much crippled, inshore, under a one-gun (24-pounder) Martello tower. This one gun opened on us, cut us up severely, and we in turn were obliged to haul off. Here was one gun more than a match for ten guns, in broadside. The gun on the Martello tower was *en barbette*, but we had nothing but solid shot in those days, and could not have competed with the one gun if we had had twenty guns in action.

My second experience was in the war between the United States and

Mexico. At the siege of Vera Cruz a large battering train was landed and quite a number of mortars, which played upon the town without seeming to affect the determination of the troops. The Mexican guns were *en barbette*, and had no traverses. Six or eight naval guns (VIII-inch shell guns) were hauled up by the sailors and placed in position. Good works were constructed of sand bags by the army engineers, and the guns in them were somewhat protected by traverses.

From the time these guns opened on the town, it was very apparent that it was a mere question of a few days whether the place would surrender. The Mexicans could stand the solid shot, but were driven from their guns by the navy shells.

Had the ships gone into action at that time, which they should have done, they would have silenced the Mexican batteries in half an hour, but the old idea that two guns on shore were equal to seventy-four on board ship was universally accepted as true, and no one cared to go contrary to the rule.

I was in a small steamer at that time, the *Spitfire*, commanded by Captain Tattnall. After assisting with our shell guns in bombarding the town, the captain took a notion to attack the castle of San Juan de Ulua.

Quixotic as this may appear, one or two shell guns on that little steamer so disturbed the gunners in that large castle, with its numerous guns, that the steamer was struck but once, and fired over seventy shells into the fort and town, at a distance of less than a mile.

I was then struck with the exposed condition of the barbette guns, and urged Commodore Perry to attack the fort with the ships, but was not listened to. All the ships would have taken the castle in less than an hour.

My next experience with shell guns against batteries was on the Tabasco River. In the steamer *Spitfire*, I attempted to run past a battery of seven guns, pointing down the river. The guns were in embrasures. One or two shells of ours, exploding over the guns, cleared out all the gunners, and, anchoring the vessel in the rear of the works, we threw so rapidly, boarding it at the same time with 50 men armed with cutlasses, we carried the works against a garrison of 500 men, who were driven from their unprotected guns by our shells.

I made up my mind from that day that forts constructed on the present plan would never stand the fire of ships.

With these early impressions upon me, I recommended, in the early part of the rebellion, an attack on the forts at the entrance to New Orleans, Forts Jackson and St. Philip.

I consulted at that time with General Barnard, who furnished me with most correct maps and plans, and agreed with me in opinion that the forts could be taken by ships and bomb vessels.

All the guns of these forts that were of any use were *en barbette*. The few that were casemated were nearly on a level with the water, the fort having settled.

The history of that event is well known. The mortar vessels disabled Fort Jackson so that no ship was struck from that side, and the men at the exposed guns of Fort St. Philip were driven to shelter after a few broadsides of the vessels as they passed.

The best resistance opposed by the enemy was from some rams and gunboats, but they were soon demolished, and the ships passed up, having received no damage that would affect their efficiency.

Here were two forts, mounting nearly 100 guns, that were passed by a squadron of wooden ships, with shell guns, where the enemy had strong

currents on their side, and bad shoals to interfere with the progress of our vessels.

It was perhaps one of the most difficult positions for ships to pass at night, amid smoke, flames, and rams, and in my opinion settled the problem about steamships passing forts when there was plenty of water.

In this instance only a fleet of well-constructed monitors or powerful rams could have stopped the advance of our fleet. The enemy had vessels intended for that purpose, but they were too fragile to effect anything, and were all destroyed.

New York at this moment is in a worse condition for defense than New Orleans was at that time, and a fleet of English vessels could enter New York Harbor (despite all the forts), or any other harbor where obstructions can not be placed in the channels. Obstructions and torpedoes are a better defense than our present forts.

Soon after the taking of New Orleans I was ordered up to Vicksburg with the mortars to try and silence the batteries while Admiral Farragut's fleet passed by. The rebels had about 30 heavy guns mounted at that time, which they had been permitted to mount without being troubled. They had all kinds of batteries, but most of the guns were *en barbette*, with low traverses.

The mortars soon drove the gunners away, and when the ships passed up they threw in such a shower of shells and shrapnel that no rebel could stand to his guns until the ships had passed.

Here were 30 guns on shore against 40 on board ship, and yet the ships passed up in safety, losing only a few men, and with little or no damage to the vessels. The same ships passed down again, with a like result.

After this I was ordered to the Mississippi Squadron, and cooperated with General Sherman in his attack upon Vicksburg. Here I found that the rebels had constructed forts of a different order. The batteries were scattered in all directions, and there were never more than two guns in one place. They also had sand-bag traverses.

Haynes's Bluff, up the Yazoo River, was a strong place, mounting 17 heavy guns and some smaller pieces. We attacked it with the gunboats to try its strength, and found it more formidable than we expected. Strong as it was, the men were driven from the guns, and could we have got a land force in the rear of the work it would have fallen. The guns were not protected properly on the front from our fire, nor in the rear.

Haynes' Bluff finally fell on account of gunboats approaching it in front and the army coming up in the rear of it. It could not have stood the combined attack for two hours.

At Arkansas Post I met with a new kind of work: An enclosed casemate, covered with a double thickness of railroad iron and portholes only large enough for the muzzles of the guns to get through.

The fort mounted eleven guns, but only three of them were IX-inch and X-inch. I had nine IX-inch and two VIII-inch (the smaller guns were seldom used) to oppose to this, in ironclad vessels.

The enemy had put up their range marks at 500, 700, and 1,100 yards. I placed the gunboats only 70 yards from the fort, and in three hours every gun in the enemy's battery was disabled or dismounted. The work here was done mostly by the gunboats.

The new-fashioned casemates turned out to be no better than the guns *en barbette*. They were perfect slaughterhouses and were piled up with dead and wounded.

Every shell that went through the portholes killed and wounded every man in the close casemate, and those that went through the doorway killed the men at the guns mounted *en barbette*.

This proved to me most satisfactorily that guns in casemates were no better protected from shells than those *en barbette*. I was convinced that no such casemates (and they were the strongest that I have ever seen) could stand the heavy guns of a squadron.

Our next operations were against Vicksburg, where we passed down in defiance of those heavy batteries of over sixty guns, and even took some fragile transports with us, only one of which was lost. Little or no damage was done to the fleet of gunboats, and we lost, all told, but 14 men.

The guns in Vicksburg were still mounted *en barbette*, with heavy traverses. We inflicted more loss on them than they did on us, and our move completely sealed the fate of Vicksburg and cut the enemy off from his supplies by the river.

In the course of that same week I attacked the heavy works at Grand Gulf with eight ironclads.

The guns in these works were scattered (thirteen of them) over a space of 1,500 yards. Five of them were at an elevation of 53 feet; the others were at an elevation of 109 feet.

After five hours and a half fighting, all the guns were disabled except one. They were literally covered up in the earth, and after passing down and landing the army 15 miles below, we went up and took quiet possession of them.

All these guns were mounted *en barbette*, and the gunners could not stay at them, and although they fired well and did us a good deal of damage, killing and wounding 75 persons in three vessels, they had to succumb.

When General Grant made his attack on Vicksburg in May, I attacked the lower batteries with six ironclads, commencing at the lowest battery.

We silenced the hill batteries all the way up to a nine-gun water battery, which gave us some trouble, but gradually slackened its fire, and after an action of six hours we withdrew to fill up with ammunition, with only one or two killed and seven wounded, having disabled some of the heaviest guns the enemy had. The enemy's guns were still *en barbette*.

The next fort I made a demonstration against was Fort De Russy, on Red River. This work was taken by assault by the troops, a few men only being in the fort and the gunboats throwing only three shells over the water batteries, which set the rebels to running.

I examined this fort carefully. It was an extensive and beautiful structure, with a large square work, nearly a mile from the water, and heavy casemates covered with two thicknesses of railroad iron. These portholes in the main casemate were of thick iron and only large enough to admit the muzzles of the guns. The embrasures inside were the reverse of embrasures generally. The guns were mounted on pivot carriages.

I ordered the *Essex* to fire on this work, at a distance of 550 yards, to test its strength.

A percussion shell was the first one fired. It struck a point near the porthole and tore out the iron over a surface 12 inches long (vertically) by 8 inches wide. I annex a drawing of the other damages, which shows that twenty shot would have knocked the whole work to pieces. It was not as good as guns *en barbette*.

CASEMATED BATTERY.

Doubly plated with railroad iron, at the bend near Fort De Russy, Red River, Louisiana, showing the effects of one shell and three solid shot fired from a 100-pounder Parrott rifle on board the U. S. S. *Essex*, at the distance of about 550 yards, March 16, 1864.

A percussion shell was the first one fired, striking at the point marked *a*, and tearing out the iron over a surface 12 inches long (vertically) by 8 inches wide. Four solid shot succeeded; two of them struck full and fair within 6 feet of the hole made by the shell, one struck the crest at *b*, and one struck the talus of the escarp just below the berme and beneath the middle porthole. The solid shot broke, shattered and drove in the iron, made holes in the heavy oak backing from 18 to 30 inches long by 8 to 11 inches wide, and buried themselves deeply, the butt of one being 2 feet below the exterior surface.

In a number of smaller affairs on the Mississippi and Red rivers, in which the vessels of my command with one or two exceptions came off victorious, I was satisfied that no works yet constructed could stand the concentrated fire of heavy guns on board ship. The vessels have a great advantage. They can engage or not, as it suits them. They can choose their distance or position, and the fort has to accept the terms or else the people on shore must go into bombproofs and be captured finally by a land force.

In no instance during the war (except at Charleston) have combined attacks of army and navy failed to take a fort, which shows conclusively that they were not properly constructed, and were made to be taken.

The result of the late attack on Fort Fisher by the navy has been witnessed by Major-General Barnard, and I think he is somewhat surprised at the destructive effect of the naval fire on these tremendous works.

It has, I believe, convinced him that we must make a new move in fortifying our coast, for the rebels have certainly exhausted all their ingenuity in building seacoast defenses, and have never kept us out yet when we determined to get in.

Fort Fisher is a stronger work than Fortress Monroe against ships, although it is weak against an assault when the assault is covered by the fire of ships.

The same fleet we used at Fort Fisher would silence Fortress Monroe in a day, dismount all the conspicuous guns, and the monitors and *Ironsides* would demolish all the casemates in a few hours.

The assaulting of such a work would be a more difficult matter, and could only be done by slow approaches and after a long siege.

To show the importance of making a fort impregnable against shells or assault (which can be done), it is only necessary to read the history of the fall of Fort Fisher.

It is certainly the strongest and most complete single work I ever saw, but it had the fault of being placed too close to the sea, where ships could get near it. It commanded all the works on Federal Point, and when Fort Fisher fell they fell also. There was no escape for one of the garrison even.

With Fisher fell Fort Caswell, Fort Shaw, Fort Campbell, the extensive works on Smith's Island, a heavy work at Smithville, and some minor works, in all amounting to 185 guns, with immense quantities of munitions of war.

Fort Fisher was the key to all this tremendous system of works, which will furnish food for study to our engineers for years to come, and, in many cases, the plans inaugurated by the rebels will be adopted by us.

I hope that we may never commit the same mistakes that the rebels have, and build a fort without consulting the hydrography of its approaches.

Here was a chain of works not exceeded by anything of the kind in the world, lost to the rebels because the key to them all was placed within the reach of ships. Had Fort Fisher been built a mile farther back, Wilmington could have defied us as long as the rebellion lasted.

Our success might have been greater had we been provided with a sufficient number of troops to push right ahead. The gunboats could do nothing, as the river was filled with obstructions, commanded by heavy batteries.

The troops, however, could not move, nor were they in sufficient

numbers to do so. There was not a horse nor a wagon in the whole army, and, in my opinion, there were not troops enough to hold securely a position of so much value to us.

As it would take too much time and space to give a description of Fort Fisher and the adjacent works, I leave it to the abler pen of General Barnard, who has carefully examined them all. I am sure the result of his inspection has materially changed many of his views.

Now comes the question, How are we to arrange our coast defenses to make them serviceable? The theory heretofore accepted that "one gun on shore is equal to many on shipboard" is found not to be true. Since the introduction of ironclads this idea can not be maintained, as we now know how to construct vessels that will resist the impact of IX, X, XI, XIII, and perhaps XV inch shot, and the guns of which can be worked in perfect security.

The result of the firing of the ironclads and monitors upon the land front of Fort Fisher shows that even where barbette guns are spaced 90 or 100 feet apart, with high traverses between them, the protection to the guns is not sufficient, and that some more satisfactory arrangement of barbette guns than has yet been contrived is desirable.

It is on this point that I wish to offer my opinions, which I do with all due deference to the opinions of military engineers, who no doubt have their own views of the subject.

In short, I propose that all our works shall be earthworks; or that those now built shall be covered with earth; the guns to be mounted in monitor turrets as they are now mounted in our monitors. It is very evident that any thickness of iron can be used on the turrets, and any size of guns employed.

The turrets can be placed in such close proximity that no assault could be ventured, for with powder alone an assaulting party could be blown to perdition. Even if a party of assaulters should pass inside the monitors, it could accomplish nothing, as the turning turrets would sweep them from the face of the earth.

The galleries under the turrets could be so arranged and made secure against an assault by having central turrets inside the works that every man of the enemy that ventured there would be destroyed.

The details of this plan I leave to abler minds than mine, but I am sure that this is the only method to build a fort that will resist successfully ships and assaults.

To prevent the passage of such batteries as I have mentioned by heavy ships of war, it will be necessary to have inside floating batteries of monitors and ironsides, and when we have all these we can secure ourselves against the attack of every foreign power, but not until we have reached this perfection in forts can we stop a fleet of heavy wooden vessels.

Foreign powers have learned by our successes, and will be apt to turn against us the experience they have gained. Fortunately, the Navy will soon be amply supplied with monitors, and it rests with the Army to perfect its part of the defenses.

The value of fortifications on land is not in the least diminished by the late results; their importance is greater than ever, but they must be properly built.

If a cheaper method than the one I have proposed can be adopted, and as good a one, I hope it will be tried. If stone casemates can be substituted for iron, or if those now built can be protected against XV-inch shot, I hope it may be done, but I would prefer seeing the

experiment tried on some of our stone walls before I should put my trust in them in preference to monitor turrets.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract log of the U. S. S. Malvern, November 26, 1864, to February 1, 1865.

November 26, 1864.—At 12:10 p. m. proceeded up the James River.

November 27.—At 7:45 a. m. passed Turkey Bend. At 9:45 stopped and General Ben. Butler came on board. At 10:15 General Butler and Admiral Porter left the ship and proceeded down the river in the steamer *Greyhound*. At 11 came to anchor above Aiken's Landing. At 11:15 hoisted anchor and dropped down about off Aiken's Landing and came to anchor. Rebel batteries firing occasionally in the direction of Dutch Gap.

November 28.—Steaming down the river. At 1:15 p. m. passed the wreck of a burned steamer. At 1:40 passed the army transport *Helen Getty*, with troops, steaming up the river. At 3 passed the *General Putnam*, aground. At 3:20 passed the ram *Atlanta;* also the rebel privateer *Florida*, sunk near the *Atlanta*. At 3:30 passed Newport News. At 4 came to anchor off Fortress Monroe. Admiral Porter returned on board.

November 29.—Lying at anchor in Hampton Roads. At 3:25 p. m. Lieutenant-General Grant and staff, also Major-General Butler, visited this ship.

December 2.—Lieutenant W. B. Cushing took command of this ship.

December 13.—Lying at anchor, Hampton Roads. At 6:30 a. m. the ironclads *Canonicus*, *Mahopac*, and *Monadnock*, also steamers *Santiago de Cuba*, *Fort Jackson*, and *Rhode Island*, went to sea. At 9:30 hove short 20 fathoms chain on port anchor. The fleet getting underway and proceeding to sea. At 12:30 p. m. the *Sassacus*, with the *Louisiana* in tow, and the *Pequot* proceeded to sea. At 1 the *Vanderbilt* proceeded to sea. At 1:30 p. m. the admiral left the ship; returned at 2. At 3 the *Cactus* came alongside; received some torpedoes from her. At 4 got underway and proceeded down the bay.

December 15.—At 7:50 a. m. came to anchor in Beaufort Harbor.

December 18.—At 8:20 a. m. the *Sassacus* got underway and stood to the southward, with the *Louisiana* in tow. At 9 the *Shenandoah*, *New Ironsides*, and *Mohican* stood to the southward. At 11 this ship stood to the southward, followed by the remainder of the fleet. At 5:15 p. m. arrived up to the fleet and came to with starboard anchor. At 6:30 General Weitzel left the ship.

December 19.—At 10 a. m. got underway, accompanied by the fleet. At 11:30 the fleet formed in line of battle, the *Minnesota* taking the lead, army transports following. At 12 meridian wind S. W., force 3; weather overcast, air 67°. At 3:45 p. m. made signals to the fleet to come to anchor. At 4 came to anchor. The different vessels of the fleet came to anchor in their respective stations. At 11:55 p. m. firing heard in the direction of New Inlet. Midnight, wind S. W.; force 6; weather fair.

December 22.—At 10:30 a. m. hove up both anchors and steamed slowly in for the land, followed by the monitors *Nansemond* and *Louisiana.* At 11:45 came to anchor.

December 24.—From midnight to 4 a. m., wind W. by S.; force 2; weather fair. At 12:15 a. m. saw a bright red light bearing W. ¾ N., apparently a vessel on fire. At 1:46 a. m. saw the explosion of the *Louisiana;* also heard the report very distinctly. At 6:30 got underway, in company with the fleet, and stood toward the shore. From 8 a. m. to meridian, all the fleet underway. At 9:40 anchored in 7½ fathoms water and 45 fathoms cable. At 11 all the fleet got underway; stood in to engage the batteries. At 12:45 p. m. the *New Ironsides* opened fire on Fort Fisher, followed immediately after by the monitors *Monadnock* and *Canonicus.* At 1 p. m. Fort Fisher fired at the *New Ironsides.* At 2 the whole fleet steamed into position and opened fire. At 3:30 Fort Fisher was discovered to be on fire. From 4 to 6, wind S. W.; force 3; weather fair; air 50°. Fleet keeping up a continual fire on Fort Fisher and the Mound. At 5:30 ceased firing, and this ship steamed slowly to the N. E., followed by the fleet. At 6 came to with port anchor.

December 25.—Lying off Fort Fisher. At 9:30 a. m. got underway. At 10 fleet got underway and stood in toward the shore. At 10:47 the *New Ironsides* opened the engagement, followed by the monitors, which was returned slowly by the enemy's batteries. At 11:45 Lieutenant Cushing and Acting Master's Mate Horton left the ship with a crew of 14 men, in tow of the *Little Ada.* At 1 p. m. firing going on very briskly from the first division, the fleet bombarding Fort Fisher. At 1·15 the batteries in front of the transports silenced. At 2:15 transports commenced landing troops. At 3 skirmishers thrown out by the troops. Wind N. E.; force 1; weather cloudy; air 55°. At 5 bombarding Fort Fisher. At 5:30 the fleet steamed slowly out of range, except the ironclads. At 6 came to off Half Moon battery. At 7 heavy musketry heard on shore; also field artillery. Rebel batteries firing occasionally. At 7:30 the *Wilderness* proceeded to Beaufort, N. C. At 10 stood offshore.

December 26.—At 1 a. m. heard musketry firing in the direction of Fort Fisher, also a few shots from the monitors. Several of the transports got underway and stood to the northward and eastward. At 6:30 a. m. went ahead fast and communicated with several vessels of the fleet. Firing occasionally on shore. From 8 to meridian: Large number of Union troops on shore. Steaming ahead at intervals and communicating with the fleet. The *Cherokee, Alabama,* and *Gettysburg* shelling the woods off Half Moon battery. From meridian to 4 p. m.: Ships lying close to shore, several engaged in shelling the woods. At 7:45 rapid and continued artillery firing heard to the westward.

December 27.—Midnight to 4 a. m.: Gunboats engaged in shelling the woods. From 4 to 8 a. m.: At 7:30 the *Lilian* came in from sea; the *Brooklyn* and *Pawtuxet* weighed anchor and stood inshore. Quite a swell from the south. At 8:40 Lieutenant Cushing was detached from the ship and ordered to the *Monticello.* At 8:55 a. m. the *Monticello* proceeded to the Western Bar. Gunboats shelling the woods occasionally during the watch (8 a. m. to meridian). At 1 p. m. gunboats engaged in shelling woods. Several of the fleet proceeded to sea; also transports. At 2:20 the *Emma* and *Montgomery* came in collision. From 6 to 8 p. m.: Quite a swell from the southward.

December 28.—At 6 a. m. discovered a blockade-running steamer close inshore, several gunboats firing at her.

December 29.—At 2 a. m. weighed anchor and stood out to sea. At 9:10 Cape Lookout light-house bore N. E. ½ N., distant 15 miles. At 10 furled sail, and fleet in sight at anchor. At 11:30 moored ship in Beaufort Harbor, North Carolina.

December 30.—Lying at anchor in Beaufort Harbor.

January 1, 1865.—Lieutenant Benjamin Porter in command.

January 12.—At 8:40 a. m. went ahead slow in company with the fleet. At 8:40 p. m. came to anchor. At 10:30 p. m. Major-General Terry came on board, and left the ship at 11. At 11:45 all the fleet at anchor within sight. At 11:50 a heavy fire on shore bearing W. by S.

January 13.—At 4:30 a. m. delivered four rebel deserters to the transport *General McClellan* underway; the fleet also got underway, the frigate *New Ironsides* and monitor *Monadnock* taking the lead. At 7:15 the *Brooklyn* commenced shelling the woods. From 8 to meridian: Covering the landing of the troops about 3 miles above Fort Fisher. At 8:30 anchored in 7 fathoms water and 20 fathoms chain. A number of vessels shelling the woods. At 8:45 the *New Ironsides*, *Monadnock*, and *Mahopac* opened fire on Fort Fisher. At 8:45 began to land the troops. At 9:30 the *A. D. Vance* arrived from Beaufort, bringing the mail. At 9:45 the monitors engaging Fort Fisher briskly. At 10:45 steamed in toward the *New Ironsides*; landing of the troops going on briskly. At 2:30 p. m. all the troops were landed. At 3:30 the *Minnesota*, *Colorado*, *Wabash*, and *Mackinaw* got underway. At 3:35 hove up anchor and steamed slowly along the line. At 3:45 the *Powhatan*, *Susquehanna*, *Brooklyn*, and *Juniata* got underway. At 3:55 the *Mohican*, *Tuscarora*, *Shenandoah*, and *Ticonderoga* got underway. At 4 the troops were forming in line of battle, the *New Ironsides* and monitors keeping up a rapid and continuous fire on Fort Fisher and the Mound during the watch. At 4:15 the first and second divisions were in line of battle and kept up a raking fire on Fort Fisher until dark, when several moved out of range. At 8:30 the *Emma* arrived from Beaufort. At 9:30 the third division took station inshore of us and anchored; the monitors firing at intervals of ten minutes at the fort; the enemy returning the fire occasionally. At noon wind S. S. W., force 2, weather fair, air 57°. Midnight, wind S. W., force 3, weather hazy, air 50°.

January 14.—At 3:50 a. m. one of the monitors opened fire on Fort Fisher. At 11 the *New Ironsides* and monitor *Monadnock* opened fire on the fort. At 1:30 p. m. the *Eolus* and *R. R. Cuyler* got underway and stood to the N. E. At 1:30 the *Seneca*, *Chippewa*, and *Huron* stood in and engaged the fort. At 1:40 the *Tacony* and *Maumee* followed into action. At 2 the *Brooklyn* and *Kansas* stood into the engagement. At 2 we got underway and stood toward the fort. At 3:15 anchored in 5 fathoms water and 15 fathoms chain, the gunboats going into action or hauling off as ordered. From 4 to 6 p. m.: The following vessels still firing at the fort during the watch, viz: *New Ironsides*, *Mahopac*, *Saugus*, *Canonicus*, *Monadnock*, *Brooklyn*, *Tacony*, *Unadilla*, *Pequot*, *Seneca*, *Huron*, *Maumee*, and *Yantic*. At 4:35 the *Shenandoah* steamed in and engaged the fort. From 6 to 8 p. m.: The above-named vessels keeping up a slow fire on Fort Fisher. At 7:30 shifted our anchorage farther to the westward. From 8 to midnight: Sent a boat ashore for Major-General Terry. At 9 the general came on board. The monitors firing slowly on Fort Fisher.

January 15.—From midnight to 4 a. m.: At anchor off Half Moon battery. Several of the vessels shelling Fort Fisher, averaging a shot every twelve minutes. At 7 a. m. the *Colorado*, *Minnesota*, *Wabash*, *Powhatan*, *Susquehanna*, *Ticonderoga*, *Juniata*, also the *Unadilla* and

Shenandoah, got underway. The monitors and *Ironsides* firing at intervals at Fort Fisher. At 9:30 the following vessels went into action: The *Minnesota*, *Colorado*, *Wabash*, *Mohican*, and *Susquehanna*. At 10:20 Lieutenant B. H. Porter, Lieutenant Preston, Captain Breese, Lieutenant J. A. Hamilton, and Acting Master's Mates Horton and Lyon and a detail of men went on shore with all the Marine Corps belonging to this ship. Several other vessels of the fleet engaged in landing sailors and marines. A heavy bombardment going on. Several other vessels of the fleet going into action. Light breezes from W. and S. W.; weather fair; temperature 40° to 50°. From meridian to 4 p. m.: Entire fleet engaged in a heavy bombardment on Fort Fisher and the surrounding batteries. At 1:20 came to with the starboard anchor in 4 fathoms and 15 fathoms chain. At 3:05 made signal to cease firing; also blew a long whistle, which was the signal for the sailors and soldiers to attack the fort. At 3 got underway and stood in toward the line of fire. At 3:10 the sailors and soldiers assaulted the fort. Martin Connelly (marine) was brought on board wounded. From 4 to 6 p. m.: Casualties, as far as ascertained, of this ship, officers and men, were as follows: Lieutenant B. H. Porter and Lieutenant S. W. Preston killed. None of the officers have yet returned. The *Howquah* arrived from Beaufort with mail. The storming party from the fleet was seriously repulsed, the fighting going on stubbornly. At 6:45 p. m. the large frigates opened on the fort. At 7 the *Nansemond* and *Huron* came in collision. At 7:15 sent ten blankets on shore. From 8 to midnight: The frigates engaged in firing on the fort. At 10:05 Major-General Terry signaled to Admiral Porter that Fort Fisher was ours; great rejoicing throughout the fleet.

January 16.—From midnight to 4 a. m.: At anchor off Fort Fisher with the fleet. At 12:10 the bodies of Lieutenants Porter and Preston were brought on board and properly cared for. At 12:30 weighed anchor and stood in farther toward the fort. At 2:40 Mr. Hamilton and Mr. Horton came on board. The gunboats shelling the woods occasionally. At 3 sent off a boat and brought off several of the crew. From 4 to 8 a. m.: Gunboats shelling the woods occasionally off Flag Pond battery. At 7:30 saw a heavy explosion in Fort Fisher. The *Eolus*, *Keystone State*, and *Quaker City* arrived with coal schooners in tow. The *Vanderbilt* proceeded to sea. From 8 to meridian: The *Iosco* engaged in dragging the channel. At 12:20 p. m. the monitor *Mahopac* got underway. At 1:10 the *Osceola* and *Kansas* passed up the channel by Fort Fisher. At 1:20 the *New Ironsides* got underway, also the *Wabash* and *Minnesota*, and steamed up the coast and anchored. At 1:45 the *Tacony* and *Sassacus* steamed into the river. At 2:30 sent the bodies of Lieutenants Porter and Preston to the *Santiago de Cuba* for conveyance North, by Admiral Porter's [order.] A number of men came off from shore. At 3 p. m. the *Santiago de Cuba* sailed for Hampton Roads. Major-General Terry visited the admiral. At 4:30 the *Rhode Island* got underway and went to sea. At 4:45 the army steamer *S. R. Spaulding* arrived from the North with Secretary Stanton on board; fired a salute of 17 guns. From 6 to 8 p. m.: Received 1 rebel prisoner on board, Byron Jeffers. At 8:30 Admiral Porter returned on board.

January 17.—At 1 a. m. a large fire was seen in the direction of Fort Caswell, on the opposite side of the river. At 1:20 a heavy explosion took place, undoubtedly the magazine at Fort Caswell. At 2:10 another explosion of shell and discharge of guns. Acting Master J. A. Hamilton in command.

January 18.—At 9:25 a. m. came to anchor off Battery Buchanan.

January 19.—At 10 a. m. got underway and steamed up to Smithville. At 11 anchored off the town. At 12:25 p. m. Rear-Admiral D. D. Porter left the ship and went inshore to Smithville. At 3 the admiral returned to the ship. At 4 Major-General Terry came on board; left at 6:30.

January 20.—At 2 a. m. the Confederate prize steamer *Stag* came in; sent an officer on board to take charge of her. At 2:30 the English prize steamer *Charlotte* came in and an officer was sent on board to take charge of her. At 7:10 p. m. saw the flash and heard the report of a very heavy explosion, followed by four smaller ones.

January 22.—At 2 a. m. some extraordinary flashing of lights in the direction of Fort Caswell. From meridian to 4 p. m. the *Pequot* engaged in shelling the woods on the eastern shore of Cape Fear River.

January 23.—At 12:15 p. m. fired several shells at Reeves' Point Battery.

January 27.—Acting Ensign W. C. Wise in command.

January 28.—Lying at anchor in Cape Fear River. At 6:25 p. m. Lieutenant-General Grant and staff and Commodore Rodgers came on board. At 10 Lieutenant-General Grant and staff left this ship to join their vessel; also Major-General Terry and staff. Commodore Rodgers remained on board.

January 29.—At 1:30 p. m. the *Lenapee* got underway and steamed up the river a short distance. Rear-Admiral Porter and Fleet Captain Breese on shore, accompanied by Commodore Rodgers and General Barnard. At 4:45 p. m. Rear-Admiral Porter, Major-General Schofield, Commodore Rodgers, and Fleet Captain Breese returned on board. At 5:50 artillery firing heard on the right bank of the river toward Wilmington.

January 30.—At 12:45 p. m. got underway and proceeded up the river. At 1:30 came to anchor. At 2:45 the *Montauk* fired several shots at Fort Anderson.

January 31.—At 10:30 a. m. the army steamer *C. W. Thomas* came within hail. At 10:45 Major-General Barnard and Commodore Rodgers went on board and proceeded to Smithville. Firing heard to the northward and eastward during the watch. From meridian to 4 p. m. artillery firing heard occasionally during the watch in a N. E. direction. At 6:15 Commodore Rodgers and Major-General Barnard left the ship to take passage north.

February 1.—At 2 p. m. heavy firing heard to the northward and eastward. At 2:30 the *Shawmut* commenced firing at the rebels on the right bank of the river.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Extract from the official diary of Colonel Lamb, C. S. Army, commanding the defenses of Federal Point, with headquarters at Fort Fisher.

October 28, 1864.—Four blockaders off, a very small number for dark nights. Met Major-General Whiting at Sugar Loaf and rode over the ridge and showed Captain Hawks's line of defense to be thrown up for infantry. General Whiting, General Hébert, and Commodore Pinkney, with others, dined with me to-day. Mounted an VIII-inch columbiad on sea face. Lieutenant Bradford, of C. S. Navy, who is to command

Battery Buchanan, was here to-day. He was executive officer on iron-clad *Tennessee*, recently captured at Mobile. Received a kind letter from the eighteen survivors of my old company, Woodis Rifles, from near Petersburg. Parker resumed his place as adjutant to-day.

October 29.—Only three blockaders off in the morning, four at night. Received two X-inch columbiads from Wilmington, with ammunition. Sold £660 for $2,950 in gold. C. S. S. *Chickamauga*, Lieutenant Wilkinson commanding, went out at main bar last night.

October 30.—Four blockaders off. Suspended work to-day. Five blockaders reported off at night.

October 31.—Steamer *Beatrice*, Randle, came in just after midnight quietly from Nassau, Sylvester Burroughs, jr., pilot. She brought me twenty 120-pounder Whitworth shell and a letter from Lafitte. *Beatrice* had no signal officer. Steamer *Little Hattie*, Libby, came in just after *Beatrice*, from Bermuda. Mustered Companies A, C, D, E, F, G, H, and I of Thirty-sixth North Carolina Regiment to-day. Received carriages, etc., for two X-inch guns. From five to six blockaders off to-day.

November 1.—Steamer *Annie*, Rounop, for Nassau, went out early last night, having crossed the Rip in the morning. She was heavily fired upon by the enemy close to the bar. Fired three shots to confuse enemy. The quarantine regulations cease from to-day. Rode to Wilmington to day on gray horse; left at 9, arrived 11:45. Quickest trip I ever made by land. Bought 10 yards flannel, $10 in specie. Heard in Wilmington that *Annie* was captured last night and was seen off Fort Fisher to day. Marshall, Beach & Co. say they sent out 5 bales in *Helen* for Whitworth guns. General Whiting sent for me; he wishes an advanced work built at Battery Gatlin to prevent enemy advancing down the banks. Told him I was unwilling to stay under Brigadier-General Hébert, and that as soon as alarm was over I should try to get away. He said he would not encourage it. Returned to Wilmington in steamer *Wells;* did not reach fort till 11 p. m. Six blockaders off to-day.

November 2.—Six blockaders off. Steamer *Lucy*, Beaton, went out quietly last night for ———. A heavy storm of wind and rain commenced about 9 a. m. and has increased in violence toward night. *Beatrice*, Randle, came down to go out, but pilot was afraid to go on the Rip to set lights. Wrote to Mr. Holcombe about Mrs. Greenhow's baggage.

November 3.—General Whiting telegraphed that he would meet us at Sugar Loaf. Sent horses, but they did not reach there in time. Storm continued, and as the wires were down and he could not tell me whether he was coming, I did not go, being rather unwell to be unnecessarily exposed to the weather. General Whiting and Major Hill called at cottage and took lunch with me. He gave me a rough plan for an advanced work on the site of Battery Gatlin. When the storm passed over saw seven blockaders and a captured blockade runner. I am sure it was the *Lucy*, that went out here quietly Tuesday night. Steamer *Beatrice*, Captain Randle, went out to-night about 8 o'clock. She was fired at a few times.

November 4.—Seven blockaders and the prize steamer. Rode to Sugar Loaf and saw Captain Hawks about advanced work at Old Camp Wyatt. Steamer *Little Hattie*, Captain Libby, and Rob Grissom, pilot, went out quietly to Nassau. Wind S. W.

November 5.—Steamer *Blenheim*, Eustis; Brinkman, pilot, came in from Nassau. Received some nice presents from the captain. The vessel is drawing nearly 10 feet of water and can not cross the Rip at

present. Naval garrison, under command of Lieutenant Bradford, C. S. Navy, came down to-day and took charge of Battery Buchanan. Steamer *Agnes Fry* came in at Caswell from Bermuda.

November 6.—Steamer *Armstrong* came in at Fort Caswell. No movements at this inlet. General Hébert visited me and we took a ride over the lines around Sugar Loaf and the proposed site of advanced work at Battery Gatlin. He agrees with me that a large work can not be put on the beach. Steamer *Blenheim* crossed the Rip to-day and went to town.

November 7.—Five blockaders off. Wind E. S. E. Called on Lieutenant Bradford, commanding Battery Buchanan. He wants more quarters and does not think his battery can be fought at present. It is stronger and more heavily armed than Fort Fisher was when I took command. *Banshee* and *Talisman* came in at main bar last night. General Whiting with Captain Strong came to Sugar Loaf. I met them. We rode to Battery Gatlin. General agreed with me not to put the advanced work there, but to have a small fort on main land. He is to have a covered road to Battery Anderson, where we are to have an advanced work; a covered way will also run parallel to beach to redoubt hill. A road will be cut connecting the advanced work with Sugar Loaf. Came up to town with General Whiting. Arrived Wilmington 10 p. m.

Wilmington, November 8.—Governor Vance expected to visit Fort Fisher to-day; a rain prevented. Came down river on steamer *Equator* with Lieutenant Chapman, C. S. Navy, who is to relieve Lieutenant Bradford in command of Battery Buchanan. Lieutenant Chapman was on the *Sumter* and commanded the *Georgia* for a while. Two carriages and chassis for XI-inch Brooke guns sent down to-day. Steamer *Tallahassee* (cruiser) came in last night at this inlet.

Fort Fisher, November 9.—General Vance, General Braxton Bragg, and General Whiting visited Confederate Point to-day. I met them near Sugar Loaf and rode over the lines. Governor was very pleased with my works. Went to Forts Caswell, Campbell, and Holmes with general and governor to-day. Do not think Campbell as strong as the general does. Consider Caswell in a bad fix. Fort Holmes is very strong, but not near enough men. Returned to Fort Fisher. Six blockaders were off this morning.

November 10.—Five blockaders off at sunrise. Fired at one that was in rather close, apparently without effect. Had thorough target practice to-day. Received a dispatch from General Hébert, stating that Wilmington would possibly be attacked. Fort Fisher to be attacked from the rear. At about 12 o'clock I received the following from General Hébert: "Fleet off Western Bar; do not know yet what it means." Colonel Jackson with his entire force has been ordered to Sugar Loaf. Colonel Tansill to Masonboro. Gold is worth 28 for 1.

November 11.—Six blockaders off. General Hébert visited Fort Fisher to-day. Dismounted 42-pounder rifle in pulpit. Colonel Jackson relieves me of the command of Confederate Point above Camp Wyatt, including Batteries Anderson and Gatlin; XI-inch gun arrived. Nine blockaders off at 2 p. m.

November 12.—Six blockaders off. Westerly wind. Laid off palisades from N. E. salient to the sea. General Whiting and Captain Strong came down, landing at Camp Wyatt, and rode to Battery Anderson and made a thorough reconnoissance of country between there and here; laid out a redoubt on Howard's Hill. Named the hill this side (south) of Camp Wyatt Hospital, Singleton's Hill; named

swamp in rear of Battery Anderson, Anderson Swamp. Swamp in rear of Camp Wyatt, Iverson Swamp. General went to Smithville.

November 13.—Generals Whiting and Hébert came to Fisher about sunrise to lay off redoubt on Howard's Hill. Took breakfast with me. General Hébert says his dispatch of the 10th should have read, "Firing in fleet, etc." It might have been a serious mistake. General Whiting and Captain Strong rode to town to-day. Saw Captain Chapman, Battery Buchanan. He is ready to exchange that XI-inch gun for X-inch, but it is now too late for the present.

November 14.—Four blockaders off. Remounted X-inch next to pulpit. Messrs. Power, Low & Co., as agents of the Liverpool Trading Company, have presented the garrison of Fort Fisher with 15 bags of coffee, 5 barrels of sugar, and 1 barrel of whisky. Fired at a blockader rather close in to-night, and think we struck her. A 6-pounder Whitworth bolt got jammed in the gun, but was extracted.

November 15.—Five blockaders off. Light northwester early; came round later to southward and westward. General Hébert visted Fisher and laid out redoubt on Howard's Hill, after a plan of mine. He and Colonel Jackson dined with me to-day. Paid Parker $480 for rope purchased for wrecking *Lynx*. Received letter from Tom Miller in regard to his steamer *Black River;* he promised to run his schooners with wood again.

November 16.—Four blockaders off. To-day has been set apart by the President for fasting and prayer thoughout the South. Work generally suspended at this post. Attended service by Mr. McKinnon. Subterra batteries were put down in front of N. E. angle of fort; one section of four tanks was buried.

November 17.—Only three blockaders visible to-day. Started work on the redoubt on Howard's Hill. General Whiting, Major Hill, Captain Hewett, of *Condor*, stopped at Battery Buchanan this afternoon.

November 18.—Three blockaders and the tug off. Misty and rainy. X-inch columbiad mounted on pulpit.

November 19.—C. S. S. *Chickamauga*, Commander Wilkinson, came off the bar before daylight and had to wait for tide. At daylight four blockaders off. They came in toward *Chickamauga* and opened on her. She replied and a spirited engagement took place. The fort joined in. The *Chickamauga* came over bar about 8 o'clock untouched. Damage to enemy, if any, unknown. They threw a number of shot and shell on shore between the fort and my cottage. Visited Captain Wilkinson. He stopped and coaled at Bermuda. A number of his crew deserted there. He destroyed several fine vessels and some smaller ones.

November 20.—Rainy morning. Seven blockaders reported during the day. Carried flat load of XI-inch ammunition to Battery Buchanan. Visited steamer *Banshee*. Wrote to J. B. Lafitte, esq., Nassau, asking him to send my guns in by *Banshee* and *Agnes C. Fry* or some other fine steamers. Received dispatches stating that troops had sailed south two days ago. Where from, not stated. Supposed for this port. Received General Orders No. 1, from Wilmington, N. C., dated 17th, in which General Baxton Bragg assumes command of Department of North Carolina. *Banshee*, Captain Steele, Hill, pilot, sailed early to-night for Nassau. One gun fired at her. Nine blockaders reported off at sunset.

November 21.—Six blockaders off. Wind N. E. Ugly weather all day. Ordered Captain Daniel Reed to resume work on Quartermaster's wharf.

November 22.—Turned over to Mr. William A. Wright money and property of Mrs. Rose O. Greenhow, deceased. About 9 o'clock an

order came for five companies of the Thirty-sixth and five companies of the Fortieth to go to Augusta, Ga. Ordered companies A, C, D, G, and I, under Major Stevenson. I wished to go myself, but Generals Whiting and Hébert would not agree to it. Sherman has occupied Milledgeville and is advancing toward Savannah, it is supposed. Visited General Whiting at 3 a. m. He was on board steamer *Cape Fear*, ashore on Drum Shoal. Did not retire to bed.

November 23.—Last night was the coldest I have experienced in some time. Ice formed in bucket in Dr. Singleton's house in room with fire. Six blockaders off at sunrise. At 10:45 a. m. steamer *Little Hattie*, Captain Libby, arrived from Nassau, having been chased from northward very closely by a blockader. The fleet of ten vessels did not observe her until too late to cut her off. Eleven blockaders off here at noon. Sixteen off Fort Caswell. This is a larger blockading fleet than I have ever known off the Cape Fear. Received a letter from J. B. Lafitte, esq., Nassau, who shipped one of my Whitworth's in *Colonel Lamb;* the *Banshee* is to bring the other. Hébert returned to Smithville. Visited Battery Buchanan. Battalion left at 11 for Wilmington. *Coquette* has arrived safely in Nassau from Charleston.

November 24.—Awoke at 5 by firing from the fort. Fort was firing at a tug near the bar. Burst a shell over her. Eight blockaders off at daybreak.

November 25.—Awoke at 12:30 a. m. by firing from Battery Holland. Five blockaders off at sunrise. Seven off at noon, including a steam sloop of war of the *Dacotah* class. General Whiting visited the post and dined with me. General Gwynn was with him. He thought Fort Fisher the strongest post on the river. Received dispatch from Major Stevenson that the battalion had arrived at Kingsville, S. C., to-day.

November 26.—Nine blockaders off. XI-inch gun mounted in Battery Buchanan. Steamer *Little Hattie*, Libby, Grissom, pilot, went out at 7 p. m. to Nassau. Ten blockaders off at noon, including a steam sloop of war of the *Dacotah* class and two small tugs.

November 27.—Ten blockaders off. Attended church. Lieutenant Camm, C. S. Navy, Battery Buchanan, gave me a work on ordnance instructions. Moved large part of the negroes to the outside of the garrison so that they could obtain wood.

November 28.—Foggy morning. Blockaders off. Lieutenant Benton, with some 30 detailed men, left to join the companies in Georgia. Two guns heard and rockets seen to sea about 8 p. m.

November 29.—Steamer *Emma Henry*, Captain E. C. Reid, came in about 5:30 a. m. from Bermuda without pilot or signal operator. The second XI-inch gun was mounted in Battery Buchanan to-day. Captain May, of the *Night Hawk*, visited the post to-day to look after some rigging, etc., from steamer. Steamer *Vulture*, Captain Green, W. J. Grissom, pilot, Goetchius, signal operator, came in to-night, between 9 and 10 p. m. from Bermuda. Drove enemy from the bar at 9 p. m.

November 30.—Misty morning. Seven blockaders visible. Steamer *Colonel Lamb*, Captain Tom Lockwood, came in at main bar last night. General Hébert visited fort and took dinner with me.

December 1.—Steamer *Wild Rover*, Captain Stuart, Thomas W. Newton, pilot, Richardson, operator, came in from Nassau about 1 o'clock. Left port Sunday night. Assorted cargo for Government steamer *Virginia*, Captain Moore, Price, pilot, operator came in from Bermuda at 6:15 a. m. *Wild Rover* brought some Whitworth ammunition. Six blockaders off. Went to Wilmington on *Wild Rover*. Visited the *Colonel Lamb*, and at lunch was toasted, and responded. There was a

select gathering of ladies and gentlemen. Returned to fort. Firing soon after I arrived. Two shots exploded near the cottage, or appeared to.

December 2.—Steamer *Owl*, Captain Dunnington, Pilot Thomas Burroughs, Signal Operator Culpeper, from Nassau, Sunday, November 27, came in at 4 o'clock a. m. with cargo of merchandise for Government. Five blockaders off.

December 3.—Blockaders off to windward. Practiced with Armstrong 150-pounder rifle, with 30 pounds powder and steel shell. First shot struck rearmost chimney of *Condor*; second struck her forward smoke-stack; third shot, at 3 o'clock, struck wreck of blockader. Colonel Smead, inspector of heavy artillery, visited the fort on an inspection tour. Captain Reid started out in the *Emma Henry* to-night, but found several vessels on the bar and came back. We shelled the bar furiously for a short time, but did not effect anything, as far as we could see. Captain Chapman, of Battery Buchanan, played a joke on Major Venable and Mr. Bowers which might have been serious. He had them waylaid on their way to his battery by a party who pretended they were Cushing and party. An alarm was made, long roll beat, etc.

December 4.—*Hansa*, Captain Murray, came in from Nassau about daybreak. We received a lot of toys, etc., sent by Captain Hewett, of the *Condor*. *Wild Rover* came down to go out.

December 5.—No steamer went out last night. Steamer *Stag*, Captain Burroughs, came in from Bermuda. Mr. Root, of the firm of Marshall, Beach & Root, who is on his way to England in steamer *Wild Rover*, called on me and had a conversation in regard to having a tug stationed at the mouth of the Cape Fear to assist blockade runners.

December 6.—No movements of steamers in or out.

December 7.—Steamer *Stormy Petrel*, Captain Donaly, Sellers, pilot, Langham, operator, in trying to come in this morning grounded well out on south breakers. At 7 a. m. six blockaders opened heavy bombardment, throwing a number of shells into the fort, but apparently not hitting the steamer. Fort responded warmly, and drove enemy off by 9 o'clock. Went out to the fort and took command during the fight. Was exposed to rain that has given me fresh cold and caused me great pain.

December 8.—Steamer *Talisman*, Captain Knox, Bell, pilot, Lanier, operator, from Bermuda, arrived. Steamer *Wild Rover*, Captain Stuart, sailed for Nassau, last night. Captain Randle went out as passenger. Steamer *Emma Henry*, Captain Reid, also went out last night for Nassau. Turner went out as operator. Heard that Lieutenant Glassell, of the Navy, had got the steam yacht *Annie Lockwood* to carry to Charleston. Power, Low & Co. sent down 50 negroes to save cargo of *Stormy Petrel*.

December 9.—A northeast gale came up last night, and this morning the steamer *Stormy Petrel* was a complete wreck. Steamer *Blenheim*, Captain Eustis, left for Nassau.

December 10.—Rode to the fort for a short while at noon. Officers and crew of *Stormy Petrel* left for Wilmington. Saw seven blockaders off.

December 12.—Five blockaders off to-day.

December 13.—Very cold. Visited Battery Buchanan and saw some practice.

December 14.—Captain W. G. Green, of steamship *Vulture*, sent me a handsome Adams revolver as a present to day. Sent Sergeant Mayo and two boats to the wreck of the *Stormy Petrel* to get cloth for the garrison. They succeeded in getting a full load for the boats.

December 15.—Visited Battery Buchanan and met Flag-Officer Pinkney. Fixed the hot-shot furnace in the columbiad battery.

December 16.—Went to Wilmington on steamer *John Dawson*. Visited Captain Gayle on steamer *Stag*. Heard that Sherman had reached the coast. Heard at night that two Yankee boats landed near Battery Anderson, but were driven off by picket.

December 17.—Bought two dozen eggs at $20. Came down the river with General Whiting in the *Cape Fear*. The Long Tom rifle exploded in Battery Anderson last night. Went up to see it. The carriage was torn to pieces and the gun was broken into over seven large pieces.

December 18.—*Talisman*, in trying to get out, ran on wreck of the *Raleigh*. Received news that a large fleet sailed from Fortress Monroe on Friday for Wilmington. My command has been extended to Sugar Loaf. Captain Southerland's light battery has reported to me; they are the only troops above. Visited Sugar Loaf and Battery Gatlin and gave instructions to prevent surprise. Had consultation with commanders of companies about our defense. Had negroes to work after the news to-day.

December 19.—Captain Westfield, of South Carolina cavalry, with a detachment, reported to me. Captain Bristol also reported with a battalion of junior reserves. Stationed them at Sugar Loaf and sent orders for them in case of attack, etc. Visited Battery Buchanan. *Talisman* got off promptly Saturday night, but went to town to-day leaking badly.

December 20.—Awoke this morning shortly after day and was informed that the enemy's fleet were off the fort. Went out and saw five blockaders at the anchorage, and twenty-five vessels, including several frigates, farther out, nearly all hull down. Got everything in readiness for a fight. Expected the fleet in at high tide at noon and cleared for action. Fleet remained quiet all day. A stiff northeaster prevailed and I think interfered with their operations. General Whiting, Colonel Tansill, and Captain Strong visited point. General rode round the works and gave directions and left for town about 4 p. m. Sent all the slaves off to-day.

December 21.—A strong northeast wind prevailed nearly all night. At sunrise discovered the fleet apparently unchanged at its anchorage. Sent two boats with household articles to Orton. About 9 o'clock a strong southwest wind sprung up, which has increased in strength as the day advanced. There appears to have been no change in the fleet during the day. A detachment of 3 officers and 25 sailors reported to me to-day. I have assigned the two 7-inch Brooke guns to them, which I have mounted temporarily in columbiad battery. I am making every preparation to receive the enemy.

December 22.—Could see only ten vessels off to-day. It was windy all last night. General Hébert visited me to-day; he is very blue. Officer of the guard reported about eighteen vessels at noon. Pilot reported twenty-three vessels off. Everything hard at work.

[For December 23–27, see first attack on Fort Fisher.]

December 28.—Most of the fleet have left. We have been hard at work all day repairing damages. *Banshee* and *Wild Rover* arrived this morning from Nassau. *Little Hattie* sailed this morning for Nassau.

December 29.—Governor Vance visited Fort Fisher. All quiet to-day.

December 30.—Wrote my official report of the bombardment of Fort Fisher, December 24 and 25. Dated it December 27, the day of the retreat of the land forces. All quiet to-day.

December 31.—Colonel Graham's Twenty-first South Carolina Regiment left for Sugar Loaf. Sent General Whiting my official report before day this morning. Received two 12-pounder Whitworths, which came from Nassau on steamer *Banshee*. Four carriages for guns arrived.

January 1, 1865.—Visited Orton and took dinner with my wife and little ones. Returned to Fort Fisher at night. Received an extract from Major-General Whiting's report highly complimentary and gratifying.

January 2.—Battalion of the Thirty-sixth North Carolina Regiment returned from Georgia. General Hébert visited me this morning. At 11.45 my ordnance sergeant, Montgomery Long, was instantly killed by the explosion of a shell through accident. He was the most useful officer I had. A negro teamster was killed at the same time. General Whiting visited the fort and rode from Battery Anderson to the fort, inspecting the ground occupied by the enemy. A number of gentlemen visited the fort with him. Vizittelli, of London Illustrated News, remained overnight with me.

January 3.—Hard at work all day. Nothing of particular interest occurred. Heard that enemy acknowledged a defeat here. Steamer *Hawk*, Captain May, went out to-night.

January 4.—Ladies' Soldiers Aid Society visited fort. General Bragg and quite a number of citizens accompanied them. Mounted a 32-pounder on land face to-day.

January 5.—Had thanksgiving services in the fort. General Hébert visited the post. Laid off a new face to Battery Buchanan. Mounted a 24-pounder.

January 6.—A 7-inch Brooke and a 6.4 inch Brooke arrived from town.

January 7.—Lieutenant Gwynn, engineer officer, reported to me to-day. One VIII-inch columbiad mounted to-day on right of columbiad battery.

January 8.—Heard that Porter's fleet had returned to Beaufort. Saw Porter's report. It is full of falsehoods. Mr. Palmer left for Wilmington to-day. Sent battle flag from the Mound to Governor Vance by him. Four blockaders off.

January 9.—Received a load of palisades to-day; also four VIII-inch carriages, etc., from town, with a load of lumber.

January 10.—Misty, foggy morning. An VIII-inch columbiad mounted in columbiad battery to-day. Wrote accounts of services of Whitworth gun to Major Hill.

January 11.—Three blockaders off. Wind N. W. Major Strange, of General Bragg's staff, and Captain James, chief engineer, visited post to-day to inspect condition of negroes. They dined with me. Captain Dean reported with a detachment of Second South Carolina Cavalry. They will picket the beach between the fort and Gatlin. Order received breaking up Faison's scouts.

[For January 12, 13, see second attack on, and capture of Fort Fisher.]

Letter from Flag-Officer Mitchell, C. S. Navy, to General Lee, C. S. Army, requesting action in view of the inefficient state of Battery Wood.

FLAGSHIP VIRGINIA,
James River Squadron, October 28, 1864.

GENERAL: Lieutenant C. W. Read, C. S. Navy, with a party of officers and 45 seamen, has taken charge of Battery Wood.

Lieutenant Read, in his report of the condition of his battery, says:

> This battery at present is in a very inefficient state. The magazines are covered very thinly with loose earth. The magazine doors face in the direction of the enemy's battery on Signal Hill; the ditches around the rear of the guns are so cut that water will run into the magazine.

I would respectfully request that you will take such action as to you may seem proper in relation to the report of Lieutenant Read.

I have the honor to be, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

General R. E. LEE,
Commanding Army of Northern Virginia, Headquarters.

Letter from Flag-Officer Mitchell, C. S. Navy, to Brigadier-General Rains, C. S. Army, requesting assistance in placing torpedoes.

FLAGSHIP VIRGINIA,
James River Squadron, October 29, 1864.

GENERAL: I will be ready for placing the torpedoes or grenades to-morrow (Sunday) afternoon, and will thank you for a supply, with the assistance of an adept. He can come down in the *Shrapnel*, which leaves Rocketts at 3 o'clock p. m.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

General RAINS, C. S. Army,
Richmond, Va.

Order of Flag-Officer Mitchell, C. S. Navy, to Commander Webb, C. S. Navy, to furnish a force for laying torpedoes.

FLAGSHIP VIRGINIA,
James River Squadron, October 29, 1864.

SIR: Be pleased to furnish Lieutenant B. Kennon with the men necessary to lay torpedoes when he is ready to do so. The most reliable men should be sent.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Commander WM. A. WEBB, Provisional Navy C. S.,
C. S. Ironclad Richmond.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Foreman, C. S. Navy, to assume temporary command of the C. S. S. Hampton.

FLAGSHIP VIRGINIA,
James River Squadron, October 29, 1864.

SIR: You will forthwith temporarily relieve Lieutenant Commanding J. S. Maury in the command of the C. S. gunboat *Hampton*, who has been sent to the hospital.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant IVEY FOREMAN,
C. S. Ironclad Fredericksburg.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, requesting a force for the protection of boom in Devil's Reach, James River.

FLAGSHIP VIRGINIA,
James River Squadron, October 30, 1864.

GENERAL: I have placed a boom across the river in Devil's Reach, below Bishop's Bluff, to operate as a check against the enemy's boat expeditions or light steamers. At night our pickets and gunboats go down to the boom, but they do not remain there during the day.

I should be glad, if in your power, to see stationed at the end of the boom on the south shore a fieldpiece and sufficient force to protect it from the enemy, particularly during the day.

This boom, or raft, will enable our ironclads to move down to it with greater security should they be required to cooperate with your forces against any movement of the enemy through Dutch Gap, or across the river at Cox's Landing.

If the protection asked for can be afforded it will, I have no doubt, prove materially to our advantage.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major-General GEO. E. PICKETT, C. S. Army,
Headquarters, Chesterfield.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding the relief of picket guard.

FLAGSHIP VIRGINIA,
James River Squadron, November 1, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication* of the 31st ultimo, and to state in reply that the boom having broken loose from the north shore has been brought up the river for alteration. Should it be replaced, due notice will be given; in the meantime the picket guard ordered by you has been notified that it will not be needed at the point to guard the boom.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major-General GEORGE E. PICKETT, C. S. Army,
Headquarters, Chesterfield.

Report of Flag-Officer Mitchell, C. S. Navy, regarding the armament of Battery Wood and the complement of Battery Brooke.

FLAGSHIP VIRGINIA,
James River Squadron, November 1, 1864.

SIR: In reply to yours of the 31st ultimo, I have to inform you that the armament of Battery Wood consists of 1 7-inch Gorgas rifle, 2 X-inch army columbiads, and that I sent 45 men to the battery, which Lieutenant Commanding Read informed me was sufficient.

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* Not found.

All the batteries have as many men as have been asked for by their respective commanding officers, although Battery Brooke yet lacks 6 of the number (60) established by your order as the complement.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Department.

Detailed report of Flag-Officer Mitchell, C. S. Navy, regarding general affairs of his command.

FLAGSHIP VIRGINIA,
James River Squadron, November 1, 1864.

SIR: I have the honor to acknowledge the receipt on the 25th ultimo of your communication of the 24th in reply to mine of the 22d.

In reply to your remarks respecting the condition, etc., of the gunboats, as stated in my letter to General Lee, I have to state that the gunboats *Beaufort* and *Roanoke* were, by the order of the Officer of Orders and Detail, about the 1st of July last, deprived of their officers and crews for manning the expedition under Commander Wood, except barely enough to act as ship keepers. They have not since been manned so as properly to handle their guns, except for some temporary purpose by borrowing men from the ironclads. They have, however, men enough on board to run them as dispatch or mail boats, and their batteries have been kept serviceable.

In pursuance of a direct and peremptory order of the Office of Orders and Detail to detail a gunboat to relieve the *Shrapnel* for several days while she was being repaired, and to relieve her thereafter every Thursday in the performance of the mail and packet service, the *Roanoke* was assigned to the duty, which causes her absence from my command about thirty hours each week.

The *Nansemond's* gun carriage was reported to me as being much out of order and getting worse every time the gun was used or exercised. Her commanding officer, Gunner Dowden, and a foreman gun carriage maker from the Richmond ordnance works, represented to me that it was important to have it repaired, and, to have it done, it was necessary to send the *Nansemond* to Richmond, or to have the workmen sent down to do it, which would have been bad economy, both of time and means, and the vessel, while having her carriage repaired here, would still have been useless as a gunboat. There were alterations also much needed to render safe her magazine, and this was deemed a fitting opportunity to have them made and at the same time to have remounted her bow gun, which I learned was nearly ready for her. Your suggestions as to her crew were anticipated and every man that was not required to run her to Richmond was taken out of her for service in the squadron and to man our shore batteries.

Subsequently to the *Nansemond's* being sent to Richmond, the *Drewry's* gun carriage was disabled in the affair of the 22d by, I believe, the very first fire of the enemy, and as she had but one gun she was immediately sent to the city for repairs, and the men loaned her from other vessels to assist in manning her gun have been taken from her again.

Thus it is that the *Hampton* at the time was the only one of the gunboats provided with officers and a crew and in this respect to be re-

garded as serviceable; and now I am only awaiting the return of the *Nansemond* and *Drewry* to send her up to the city, for the same reason that the *Nansemond* was sent up and to complete repairs commenced a month ago, but which were interrupted by her recall to the squadron for pressing service. By the opportune arrival of officers and men for the squadron the gunboats *Beaufort* and *Roanoke* have, though not efficiently manned, been rendered available for picket or patrol service, which is required nightly as low down as the Devil's Reach, below Bishop's Bluff.

Whenever vessels have been sent up to the city for repairs I have either advised the Department of it myself directly or caused the commanding officer to communicate to it the instructions they received from me. From accident, in one or two instances this rule may have been omitted, although one so obviously proper to see that the Department was duly informed.

All vessels and boats employed on this service now ought to be well armed and manned, for it should be remembered that the river on the north side is commanded by the batteries of the enemy that line it; and it is only under cover of dark nights that they can venture any distance below Chaffin's Bluff. Besides, the enemy can and probably will, with his great numerical superiority, move some dark night a large force of infantry and fieldpieces to the bank of the river to operate against our gunboats; hence they should be prepared for service to meet such an attack. To prevent, if possible, torpedoes being placed in the river, a constant patrol by the gunboats will have to be kept up, with the aid of rowboats, which is the only means at my command that promises to be useful, but which might be rendered more effective with the addition to this service of three or four of the small torpedo boats.

One of the chief difficulties to the free movement of our ironclads down the river is the bar in Kingsland Reach, which is practicable for the *Virginia* and the *Richmond* only at the ordinary half tides, and, according to our pilots, in the winter the tides occasionally continue so low as for a week at a time to prevent their passage even at high water. There is great risk at all times in moving the ironclads in the river at night, and the recent grounding of the *Virginia* and *Richmond*, the latter two nights successively, and escape from serious damage, admonish me that the passage of Kingsland Reach should not be attempted on a falling tide when its practicability is at all doubtful by either of these two vessels, except upon an urgent immediate military necessity. When the tides suit, however, they can take up their positions in the vicinity of Bishop's Bluff, and when at other times they do not suit this service can be performed by the *Fredericksburg* alone.

At present two gunboats patrol the river from Kingsland Creek to Devil's Reach during the night, dragging torpedoes on their first trips down and last trips up.

Each ironclad has a rowboat, with two officers and her crew, to picket most important parts of the river, rowing guard in the shade of the south banks, where they are screened in a great degree from the observations of the enemy, but may the better observe any movements he might himself attempt on the river

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy.

Instructions of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Read, C. S. Navy, regarding the operations of the naval batteries.

FLAGSHIP VIRGINIA,
James River Squadron, November 2, 1864.

SIR: Yours* of this date has been received. As you are fully aware of the importance of having your battery ready for service at all times, I feel assured that all due efforts will be made by you for remounting the X-inch temporarily disabled.

Our naval batteries will open upon any of those of the enemy that may fire upon our squadron whenever it can be returned with effect. Care should be taken, however, not to waste our ammunition and to conform strictly to the instructions from the Office of Ordnance and Hydrography in regard to its expenditure, and particularly in the use of the different charges and projectiles. If you have not been furnished with those instructions you can obtain copies from Battery Semmes. The wishes of General Lee and of the commanding general officer on the south side respecting the firing from the river batteries should be complied with as far as practicable at all times with their means, and whenever circumstances will justify it. Any information that the commanding officers of our batteries may obtain which may prove useful to the Army should, without delay, be communicated to the nearest or proper commanding officer of our land forces. The most cordial and prompt cooperation with the Army at all times is enjoined.

I have approved your requisitions for clothing and directed Assistant Paymaster Tucker to fill them up as soon as possible. It is his duty to see to the transportation of provisions, stores, etc., in his department, but you had better make an effort to obtain the wagon you ask for from the Army, the Navy Department not having any, and being, in many instances, dependent on the Quartermaster's Department for having its hauling done.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant C. W. READ,
Commanding Battery Wood.

Letter of Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail regarding the complement of men for vessels and naval batteries.

FLAGSHIP VIRGINIA,
James River Squadron, November 4, 1864.

SIR: In reply to your letter of the 3d instant I would respectfully state that the number of men required to constitute the complements of the different vessels of this squadron and of the naval batteries is 90.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Department.

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*Not found.

Letter from Flag-Officer Mitchell, C. S. Navy, to Brigadier-General Stevens, C. S. Army, requesting information regarding proposed obstructions.

FLAGSHIP VIRGINIA,
James River Squadron, November 4, 1864.

GENERAL: Yesterday I was informed by General Gilmer that obstructions were being prepared by you to be placed in the river; that he was unable to give me the information I wished respecting them, and referred me to you.

In arranging my own plans for the squadron it is important that I should know the character of the proposed obstructions, their location, and the time when they will probably be in position, and I would therefore respectfully ask for such information on these points as you may feel at liberty to impart.

I invite your attention to a frigate's chain cable which Pilot Moore informs me is lying on one of the pens in the obstructions at Drewry's Bluff, as it may have escaped your notice and might be rendered very serviceable in obstructing the river with timber.

I have the honor to be, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Brigadier-General W. H. STEVENS, C. S. Army,
Chief Engineer Army Northern Virginia.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail regarding deficiencies of medical officers in his command.

FLAGSHIP VIRGINIA,
James River Squadron, November 4, 1864.

SIR: Assistant Surgeons Boxley, attached to Battery Semmes, and Goldsborough, to the *Fredericksburg*, were sent some time since to the naval hospital, and Fleet Surgeon Harrison was sent to it to-day.

As the return of the above officers to duty is uncertain, and as the sickness, both on shore and afloat, continues, it is necessary that the complement of medical officers be kept up, and particularly in view of casualties that may at any moment result from a collision with the enemy. I therefore request that three medical officers be at once ordered to supply the vacancies named, either temporarily or otherwise, as the Department may deem proper.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Department.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Bureau of Ordnance and Hydrography, requesting a supply of self-acting torpedoes.

FLAGSHIP VIRGINIA,
James River Squadron, November 5, 1864.

SIR: I have had placed booms, or a line of logs chained together, at Bishop's Bluff, extending from the south shore to within about 30 feet of the north shore.

This gap of 30 feet I propose to protect from the passage of the enemy's row and small torpedo boats with self-acting torpedoes of about 10 pounds of powder each. A part of this space will be nearly or quite bare at low tide and at the end of the booms about 3 feet. The rise and fall of the tide is about 4½ feet. Eight or ten torpedoes will, I think, be sufficient, and I therefore ask that they may be supplied as soon as practicable.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Commander JOHN M. BROOKE,
Chief of Ordnance and Hydrography, Navy Department.

Extract from the report of the Secretary of the Navy.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, November 5, 1864.

SIR: I have the honor to report to you the operations of this Department since the date of my last report, April 30, 1864.

VESSSELS IN COMMISSION.

James River, under command of Flag-Officer John K. Mitchell.

Virginia, ironclad sloop, 4 guns, flagship.
Fredericksburg, ironclad sloop, 4 guns, Commander T. R. Rootes.
Richmond, ironclad sloop, 4 guns, Commander W. A. Webb.
Hampton, steam gunboat, 2 guns, Lieutenant J. S. Maury.
Nansemond, steam gunboat, 2 guns, Lieutenant C. W. Hays.
Roanoke, steam gunboat, 2 guns, Master W. F. Shippey.
Beaufort, steam gunboat, 2 guns, Lieutenant W. P. Mason.
Drewry, steam gunboat, 1 gun, Lieutenant W. H. Wall.
Patrick Henry, steam sloop, 4 guns, Lieutenant Commanding W. H. Parker, school-ship for midshipmen.
Torpedo, steam gunboat, 1 gun, Lieutenant Commanding J. Pembroke Jones, in charge of submarine defenses.

Inland waters of North Carolina, under command of Captain James W. Cooke.

Roanoke River.—*Albemarle*, ironclad sloop, 2 guns, Lieutenant Commanding A. F. Warley.
Neuse River.—*Neuse*, ironclad sloop, 2 guns, Commander Joseph Price.

Cape Fear River and Wilmington, under command of Flag-Officer R. F. Pinkney.

Yadkin, steam gunboat, 1 gun, Lieutenant W. A. Kerr.
Equator, steam gunboat, 1 gun.
Arctic, floating battery, 3 guns, Lieutenant C. B. Poindexter.
Squib, torpedo boat.

VESSELS NOW IN PROGRESS OF CONSTRUCTION.

At Richmond.

An ironclad steamer has just been launched, 216 feet in length, to mount 4 heavy guns under a short citadel, which is to be plated with an armor 6 inches thick.

The engines and boilers for this vessel are all in readiness, and of the best kind; and, from her fine model, there is no doubt but she will prove an excellent vessel, with good speed, etc.

Also on the stocks at the same place an ironclad ram, with a short citadel and one gun. This vessel is intended for light draft, has 4 propellers, 2 in each end, with 4 engines. She is also fitted with a ram on both ends, and is intended to move either way. Her machinery is being constructed at the naval works in this place also.

There are also under construction 4 torpedo boats, which are well advanced in their hulls and machinery. Two of these boats have been recently completed.

The frequent calls upon the workmen employed by the Navy Department to defend the city against the Yankees have greatly retarded the work for several months past, and which is still the case.

At Halifax, N. C.

There is on the stocks, and well advanced, one gunboat of light draft, to be used in the waters of the sound, and to mount two guns on pivots. The woodwork of this vessel will be finished in two months. The engines are all in readiness at the naval works in Richmond, and are of sufficient power to insure great speed. They were taken out of one of the Yankee gunboats captured by Commander Wood, C. S. Navy, on the Rappahannock.

At Edwards Ferry, on the Roanoke.

There is on the stocks another wooden gunboat of light draft, and ready for launching, to mount two guns, and suitable for operating on the Roanoke. The engines for this vessel have been provided for, and are nearly ready to go on board, and have only been prevented by the calling of the workmen in Richmond to the field from the naval iron works.

A contract has also been entered into with Messrs. Smith & Elliott to build at the same place an ironclad of light draft to mount four guns for use in the Albemarle Sound, etc. The iron armor for this vessel has been provided for by the purchase of railroad iron in North Carolina, to be rolled into gunboat iron. The boilers are in readiness at Richmond, and also a part of the machinery.

At Wilmington, N. C.

There is being built rapidly an ironclad steamer of fine model, 226 feet in length, of such draft of water as will enable her to go in and out of the harbor at all times.

The machinery of this vessel is also new and most of it ready to be put in the vessel. It has been built at the naval works at Columbus, Ga., under the supervision of Chief Engineer J. H. Warner, C. S. Navy, and is of sufficient power to insure good speed. Great interest is felt in the completion of this vessel by the Department, as it is expected she will greatly relieve the port of Wilmington from the blockading vessels now there.

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The James River Squadron, under Flag-Officer John K. Mitchell, has been actively employed in cooperation with the Army, and on the 29th of September it had a spirited contest with some of the enemy's shore batteries on the James River, silencing those upon Signal Hill.

When Admiral Lee, the Federal officer in command of the United States naval forces in the Virginia waters, discovered that our three ironclads were preparing to attack him in June last, though the force under his command was vastly superior to ours, he effectually obstructed the river in Trent's Reach with sunken vessels and other means, which obstructions he still maintains, and established shore batteries to protect them; and behind these obstructions his ironclads have continued securely to shelter themselves.

Lieutenant-Colonel Terrett, of the Marine Corps, with a body of marines, commands Drewry's Bluff; and at Mobile, Wilmington, and the James River parties of naval officers and men command shore batteries.

The submarine battery and torpedo force organized by the Department, under the command of Commander Hunter Davidson, has proved efficient, and an increase of appropriation for this service is recommended. The importance of this weapon of defensive war is becoming daily more evident as experience develops means of surmounting difficulties heretofore regarded as insuperable.

The enemy's ascent of James River by a large number of war vessels, expressly prepared for the enterprise, in May last, was materially retarded by, and their final arrest was greatly due to, this force. They were compelled to scour the banks of the river with land parties, and, at the same time, to drag the river for torpedoes, by which their progress was reduced to half a mile in twenty-four hours, and while thus engaged, on the 6th of May last, their leading steam gunboat, the *Commodore Jones*, was blown into fragments by a submarine battery, and their further progress for the time checked. Lieutenant J. Pembroke Jones has succeeded Commander Davidson, and he embraces Wilmington and the James River within the sphere of his operations.

The ironclad sloop *North Carolina*, while under the command of Flag-Officer William F. Lynch, became unserviceable from the destructive operations of the sea worm, and has been dismantled and an investigation of the case will be made.

The PRESIDENT.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Bureau of Ordnance and Hydrography, requesting a supply of torpedoes for the cutters used as pickets.

FLAGSHIP VIRGINIA,
James River Squadron, November 6, 1864.

SIR: Each of our ironclads has a cutter fitted with a torpedo containing about 25 or 30 pounds of powder intended to be used against the enemy's ironclads or large vessels. The present use of these cutters is to picket the river, and they will not be likely to encounter any craft larger than a launch, and I think a much smaller torpedo—say with 5 or 6 pounds of powder—would be large enough for this particular service. As these cutters are moving about in fogs and at night, accidents are liable to occur among ourselves, and if the present sized (30 pounds) torpedoes are used, serious damage might result to us, while with those of about 5 pounds no vital injury would ensue to any of our vessels, but used against small boats of the enemy they would be sufficiently effective.

If you concur in these views, will you order a supply of about 8 or

10 torpedoes of about 5 pounds each with a simple socket to fit over the pole?

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Commander JOHN M. BROOKE,
Chief of Ordnance and Hydrography, Navy Department.

Letter from Major-General Whiting, C. S. Army, to Flag-Officer Pinkney, C. S. Navy, regarding the transfer of Battery Buchanan for the occupation of a naval force.

HEADQUARTERS,
Wilmington, November 6, 1864.

FLAG-OFFICER: I think the time has come for your naval force to occupy, in part at least, the battery commanding the Eastern Rip, which I propose to turn over to you. I beg that until it is completed entirely you will give instructions to your officers and men not to interfere in any way with the working parties engaged in finishing the defenses or with their officers. In the meantime your men can move, use, and practice with the three 10-pounder columbiad guns, which are now mounted, and make such shift with what quarters and conveniences we have put up as circumstances for the present will admit. I would much prefer to turn everything over to you complete, but with the great pressure upon me now for labor at so many important points I am compelled to place first the new battery in condition to be fought with effect and to wait a while before putting up all the conveniences which you will require. I trust your officers and men will understand and appreciate this. It is hardly necessary to say that the point they will occupy is one of the most important in our system of defense, and must be held at all hazards and to the last extremity. I shall do all in my power to make it tenable and shall rely implicitly on your people to fight it. I understand that the enemy are covering their wooden ships with chain armor. This is very formidable and effective and may enable many of them, unless obstructed, to pass the forts of the army. You will have the defense of a narrow and difficult pass, and one of the last importance as regards the harbor. The command will be exclusively naval, as much so as if the defensive force was in a ship of war at anchor off the Rip. I have only to request a general compliance with standing regulations. The commanding officer at Fort Fisher understands this and is ready to cooperate and extend every aid in his power. It will probably be necessary, considering the limited number of men which will be at your disposal, for the land picket duty to be performed by the garrison of Fort Fisher.

Very respectfully,

W. H. C. WHITING,
Major-General.

Flag-Officer PINKNEY,
Comdg. Confederate States Naval Forces, North Carolina, Present.

Report of Flag-Officer Mitchell, C. S. Navy, regarding the removal of certain Confederate States vessels to a position of greater safety.

FLAGSHIP VIRGINIA,
James River Squadron, November 8, 1864.

SIR: Being thoroughly convinced that the ironclads or other vessels of the squadron anchored at night at Bishop's or at other points below

our army picket line on the north bank were in constant danger of being destroyed by the enemy with torpedo boats launched into the river from above as well as below them, I have deemed it advisable for their security, until measures now in progress for their protection shall be considered available, to keep them near our lines, where they have the protection of booms I have placed across the river above Kingsland Reach, which, though slight, will probably prove sufficient to prevent an attack from such craft as can be brought overland.

The ironclads are kept in constant readiness, with sufficient steam to move them to any point below, accessible to us, to cooperate with the army in opposing movements of the enemy across the river the moment a signal is made.

Gunboats and rowboats are underway every night patrolling the river as low down as the head of Devil's Reach to prevent and report operations or movements of any kind by the enemy they may discover.

By this arrangement we have a reasonable assurance that the ironclads, while in a position of comparative security, may at the same time exert an important influence on the operations of the enemy, ready, as they are, to cooperate with the army when needed without incurring the nightly hazard of being destroyed by torpedoes if kept at Bishop's, against which no degree of vigilance can render them secure in their present condition.

By the end of this week I hope to have this ship, the *Virginia*, protected from attack of torpedo boats according to the plan submitted to you, consisting of outriggers and logs, with curtains attached to the latter and extending for 20 feet entirely around her, which, while affording at all times and in all places the desired protection, will not, I think, interfere materially with her movements to prevent her taking any position desired.

The importance of small torpedo steamers to the squadron for night picket service, especially during the approaching inclement weather of winter, can not be overestimated, and in being able to communicate at night promptly intelligence of the enemy's movements. I would therefore respectfully renew to the Department the suggestion, if the interests of the public permit, that one, if not two, of them be attached to the squadron.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, regarding the transfer of the launch of the C. S. S. Patrick Henry.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, Va., November 8, 1864.

SIR: Your letter* of the 7th instant requesting that the launch of the *Patrick Henry*, now fitted with a 12-pounder howitzer, be turned [over] to your command to be used in guarding against the use of torpedoes by the enemy, has been received.

Upon conferring with Lieutenant Commanding Parker, he informs me that the launch is required for teaching the acting midshipmen boat

*Not found.

and howitzer exercise. Under these circumstances the Department is constrained to decline to comply with your request, and hopes that you will be able to make other arrangements to accomplish the end in view. The *Torpedo* and her launch will report to you.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer J. K. MITCHELL, Provisional Navy C. S.,
Commanding Naval Forces, James River.

Report of Major-General Whiting, C. S. Army, of the arrival of the C. S. S. Tallahassee in the harbor of Wilmington, N. C.

HEADQUARTERS,
Wilmington, November 8, 1864.

GENERAL: I have to report the arrival of the C. S. S. *Tallahassee* last night. I can not forbear expressing the opinion that such a cruise as this can scarcely be a set-off to the loss and damage already sustained by the fitting out of this expedition and the mischief which it will bring, and I most respectfully but earnestly recommend that nothing more of the kind be allowed, but that the ship and crew may be turned over to aid in the defense of the harbor.

Very respectfully,

W. H. C. WHITING,
Major-General.

General BRAXTON BRAGG,
Commanding, etc., Present.

Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, regarding the preparation of ironclads with defenses from torpedo attacks.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, November 9, 1864.

SIR: Acting Constructor Graves is ordered to confer with you with the view of taking charge of the work of protecting one of the ironclads from torpedoes. This will enable you to expedite the completion of this important work.

As Mr. Graves built the *Virginia*, perhaps it would be well to give him the work upon this vessel according to the plan you deem best.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOHN K. MITCHELL, Provisional Navy C. S.,
Commanding Naval Forces James River.

[Endorsement.]

NOVEMBER 10—9 a. m.

Mr. Graves called on board with an order requiring one of the ironclads to be prepared by him with defenses from torpedo attacks. I assigned the *Richmond* to him, and told him to submit his plan as soon as he had matured it. The *Virginia* and *Fredricksburg* are in progress under Mr. Meads, and the work well underway.

J. K. M.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Minor, C. S. Navy, regarding the mounting of howitzers on ironclads.

FLAGSHIP VIRGINIA,
James River Squadron, November 10, 1864.

SIR: Yours of the 9th, relative to howitzers for the squadron, has been received. As you can furnish but three, I should be glad to assign one to each of the ironclads, to be mounted on that part of the shield which will give the greatest range of the horizon; the one for this ship ought to be mounted on the after part.

Passed Midshipman [H. H.] Scott has been appointed assistant ordnance officer of the squadron, and will probably enter upon his new duties to-day, if his health permits. I will permit him, as soon as he comes on board, to go to Richmond to see you, as you have requested.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant Commanding R. D. MINOR, Provisional Navy C. S.,
Naval Ordnance Works, Richmond, Va.

Report of Midshipman Wilson, C. S. Navy, submitting plan for the destruction of one of the enemy's gunboats.

FLAGSHIP VIRGINIA,
James River Squadron, November 12, 1864.

SIR: I have the honor to submit the following plan for the destruction of one of the enemy's double-ender gunboats, now anchored below the Yankee observatory, which I am willing and anxious to undertake with one of the torpedo rowboats of this squadron.

The plan is, having selected a proper night to take the boat and, equipments necessary overland to Howlett's house (thereby avoiding the enemy's lookouts at Signal Hill and Dutch Gap), launch her, and, pulling cautiously down the middle of the river, keeping well in the channel, pass through the obstructions; and as I am credibly informed they have no picket boats at the obstructions, only a lookout on both sides of the river, I do not anticipate any trouble in passing the shore battery, but believe that we will be able to explode the torpedo under her. I am confident that I can get alongside without being seen, and when the work is done, in the confusion and alarm which will necessarily result, run past their battery, keeping close under the north bank, and thus escape with little or no loss to my boat's crew.

I am very certain that the vessel can be destroyed, and if my boat is captured, is not the destruction of a large vessel a sufficient inducement for the undertaking of an enterprise for the success of which I cheerfully will risk my own life?

I enclose you a rough sketch* of the position and place occupied by the gunboat and battery. The boat is, to the best of my judgment, about 2½ miles below Battery Dantzler, and I am confident that there will be no serious difficulty in getting alongside.

Hoping that this will meet with your approbation and consent,

I have the honor to be, very respectfully, your obedient servant,

WM. FRANCIS WILSON,
Midshipman, C. S. Navy.

Flag-Officer JNO. K. MITCHELL,
Commanding, etc.

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*Not necessary to publish.

Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant-General Ewell, C. S. Army, regarding the placing of obstructions in the James River.

FLAGSHIP VIRGINIA,
James River Squadron, November 13, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of this date in relation to obstructions in James River.

Desirous of obtaining the same information that you are seeking, I addressed a communication on the 4th to General Stevens (a copy of which is annexed for your information), but as yet I am without a reply, and regret therefore that it is entirely out of my power to say more than what General Gilmer told me in Richmond on the 3d, that obstructions were being prepared by General Stevens, of the character of which he was unable to inform me, but that he would himself call upon General Stevens to give me the desired information.

I have had booms consisting of a single line of logs chained together stretched across below our anchorage and near your picket line, to prevent our vessels from a surprise by torpedo or other boat expeditions from the enemy, but it is very frail and could offer no serious impediment to vessels of any size. Below these booms our gunboats and picket rowboats patrol the river every night as low down as the head of Devil's Reach, keeping constantly underway; and our ironclads are held in readiness to move to their assistance if attacked, or to cooperate with General Pickett's left in the vicinity of Bishop's.

Every obstacle to the advance of the enemy up the river should be placed in it that we can, for, with his superior force and resources, he will be able, when he pleases, to concentrate an overwhelming force to meet any that we will be able to put afloat to oppose his advance.

I am, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant-General R. S. EWELL,
Headquarters, Chaffin's Bluff.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail regarding the raising of the schooner Gallego.

FLAGSHIP VIRGINIA,
James River Squadron, November 13, 1864.

SIR: In consequence of the shore batteries being separated from my command, the order to Surgeon Galt, attached to Battery Brooke, to perform temporarily the duties of Fleet-Surgeon Harrison at the naval hospital on sick ticket has been revoked, and Surgeon Washington, of the *Fredericksburg*, has been ordered by me to discharge those duties temporarily.

I respectfully request that Boatswain Nelson, or some other master rigger, be sent down to attend to raising the schooner *Gallego*, lying water logged on the south shore below the obstructions at Drewry's Bluff. A gang of laborers to aid him can be furnished from the squadron as required. We have no suitable officers and rigger's gang to spare

from the squadron for this duty, as all we have are indispensable in the squadron for important work in hand in fitting torpedo defenses.

I have the honor to be, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE,
Office of Orders and Detail, Navy Department, Richmond, Va.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Goodwyn, C. S. Navy, detaching him from Battery Semmes.

FLAGSHIP VIRGINIA,
James River Squadron, November 13, 1864.

SIR: You are hereby detached from Battery Semmes and will report to me for duty in the squadron as soon as you are discharged from the naval hospital.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant M. P. GOODWYN, Provisional Navy C. S.,
Battery Semmes.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Cenas, C. S. Navy, regarding the opening of fire from Batteries Wood and Semmes on Dutch Gap.

FLAGSHIP VIRGINIA,
James River Squadron, November 13, 1864.

SIR: In reply to yours of the 12th instant, I have to inform you that the law and regulations for the government of the Navy apply, as far as practicable, to the naval batteries on shore. As to the particular authority you require respecting summary courts-martial, the words of the law authorizing them are precise, giving the authority to "the commander of any vessel in the Navy" (see section 4, page 70, Navy Register). You command a shore battery, and not a vessel; therefore the law does not give you the authority to order summary courts-martial, nor do I know of any authority in the land other than Congress that can confer on you the authority you desire.

In regard to opening fire, as you suggest, from Batteries Wood and Semmes upon Dutch Gap, you will be pleased to be governed by the wishes of General Lee or General Pickett on the subject.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant Commanding H. CENAS, Provisional Navy C. S.,
Battery Semmes.

Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant-Colonel Howard, C. S. Army, regarding safeguards adopted against torpedoes.

FLAGSHIP VIRGINIA,
James River Squadron, November 14, 1864.

COLONEL: I have the honor to acknowledge the receipt of your communication of this date furnishing me with a copy of one from Brig-

adier-General G. W. C. Lee, conveying information derived from two deserters from the enemy of his having placed torpedoes in the river below Boulware's house, etc.

In anticipation of attempts of the enemy to destroy our vessels with torpedoes, I have adopted safeguards which I hope will prove effective in protecting them from his designs.

With many thanks to General Ewell for the information conveyed by his direction,

I remain, colonel, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant-Colonel J. HOWARD,
Commanding Chaffin's Bluff.

Report of Lieutenant Parker, C. S. Navy, requesting the raising of coal vessel and the schooner Gallego.

OFFICE SPECIAL SERVICE,
C. S. Navy Department, Richmond, November 14, 1864.

SIR: I beg leave to call your attention to the fact that nearly every canal boat and lighter used by this Department in the transportation of supplies, etc., to the squadron have been sunk or so knocked to pieces as to render them useless. The boat loaded with coal and sunk some-time since was borrowed of the Engineer Department, and we are held responsible for its safe return. They are urging its return and you would greatly oblige me by having it raised as soon as possible, that we may have the necessary repairs put upon it before we are again called upon for it. The same may be said of the *Gallego*, which, as you are aware, has been heretofore used by us as a storeship, but is now in the same condition as the boat before referred to, and which, if possible, I should also be glad to have raised, as the boat now being used is [the] only one left at our command that could be used for similar purposes, and should any accident happen to it we would be without the necessary means of transportation.

Hoping that you will issue such orders as will insure more care and prevent similar accidents,

I am, very respectfully, your obedient servant,

JNO. H. PARKER,
Lieutenant in Charge.

Flag-Officer J. K. MITCHELL, C. S. Navy,
Commanding James River Squadron.

Order of Flag-Officer Mitchell, C. S. Navy, to Assistant Paymaster Tucker, C. S. Navy, regarding accounts of men transferred to shore batteries.

FLAGSHIP VIRGINIA,
James River Squadron, November 15, 1864.

SIR: In reply to your letter of yesterday's date, I have to inform you that the men transferred from the squadron to the batteries are to be returned as soon as other men can be obtained to supply their places.

As this transfer is only temporary, their accounts are to be retained on board of their own vessels.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Assistant Paymaster L. M. TUCKER, Provisional Navy C. S.,
Richmond, Va.

Report of Flag-Officer Mitchell, C. S. Navy, regarding the transfer of the command of batteries Semmes, Wood, and Brooke.

FLAGSHIP VIRGINIA,
James River Squadron, November 16, 1864.

SIR: Yesterday, in pursuance of your order of the 12th instant, I transferred to First Lieutenant William L. Bradford the command of the naval batteries Semmes, Wood, and Brooke.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Officer of Orders and Detail, C. S. Navy Dept., Richmond, Va.

Report of Lieutenant Wharton, C. S. Navy, submitting plan for discovering the enemy's torpedoes.

C. S. S. RICHMOND, *November 16, 1864.*

SIR: I presume it is a matter of great importance with you to find out whether the enemy have torpedoes, either sensitive or electric, between Bishop's and Trent's Reach. I submit the following plan to determine this point, which I think can be carried out with small expense to the Government and no loss of life.

I propose to take any old barge that can be procured, and on its deck build a shield like that of any of our ironclads, and also have a false smokestack, all of refuse lumber; in fact, make it a facsimile of one of them. Have outriggers on each side, of different lengths, with lines attached, 12 or 15 feet long; with weight heavy enough to keep under short pieces fastened to the lines. There will be formed a sweep likely enough to explode any sensitive torpedoes that would touch our bottoms and which the barge, owing to its light draft, would fail to come in contact with.

I further propose, when the favorably dark night presents itself, that one of the small wooden steamers shall tow this pseudo-ironclad down to Bishop's, or farther, if you deem it can be done in safety, and then two boats with the ebb tide can keep her in the channel till she reaches Howlett's. Long lines from the bow and stern of the barge will enable them to do this and also keep themselves free from danger by hauling well in to the south bank. A little light well disposed on her and a few whispered (just loud enough for the enemy's pickets to hear on the north bank) orders and soundings given, may deceive the Yankees, and if they have any electrical torpedoes they will surely explode them and blow her to pieces. And if she passes in safety she can be brought [back] on the flood in the same manner and before daylight. The nights

of the next ten days would be the most favorable on account of the tides.

It would be superfluous for me to add that I am not only willing but anxious to make such an attempt. I forgot to mention that the return from Howlett's would give us another chance at deceiving them.

Very respectfully,

A. D. WHARTON,
First Lieutenant, Commanding.

Flag-Officer JNO. K. MITCHELL,
Commanding, etc.

Letter from Flag-Officer Mitchell, C. S. Navy, to General Lee, C. S. Army, responding to a request for the cooperation of the naval batteries.

FLAGSHIP VIRGINIA,
James River Squadron, November 17, 1864.

GENERAL: I have the honor to acknowledge the receipt of yours* of the 14th respecting the return by Battery Wood, etc., of the fire of the enemy upon camps in its rear.

The naval batteries have been detached from my command, but I shall take great pleasure in communicating your wishes to Lieutenant William L. Bradford, Provisional Navy C. S., who has been assigned to their command.

I am, general, with great respect, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

General R. E. LEE,
Commanding Army Northern Virginia, Headquarters.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Bell, C. S. Navy, to assume temporary command of the C. S. S. Nansemond.

FLAGSHIP VIRGINIA,
James River Squadron, November 17, 1864.

SIR: You will forthwith assume command of the C. S. gunboat *Nansemond* during the absence of Lieutenant Commanding C. W. Hays, who has been sent to the naval hospital sick, and as soon as you may be relieved in the command of the *Nansemond* you will resume your duties on board of the *Fredericksburg*.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Second Lieut. THOS. P. BELL, Provisional Navy C. S.,
C. S. Ironclad Fredericksburg, James River Squadron.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Foreman, C. S. Navy, to assume temporary command of the C. S. S. Torpedo, and prepare that vessel for effective service.

FLAGSHIP VIRGINIA,
James River Squadron, November 18, 1864.

SIR: You will forthwith repair on board and assume the temporary command of the C. S. S. *Torpedo*.

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*Not found.

Enclosed is a copy of an inventory of articles on board, furnished by Master P. W. Smith, which you will please compare, and, if found correct, will enter at once on the log book of the vessel, which you will be particular in seeing properly kept.

You will make a careful examination of the vessel and report to me her condition for service as a picket boat, what repairs may be required, and all deficiencies in equipments, especially in the ordnance department.

She will, for the present, be armed with a 12-pounder boat howitzer forward, and you will submit to me an estimate of the complement of officers necessary to man her efficiently, in addition to the officers and men now on board, whose present organization will be preserved.

You will proceed at once to prepare the *Torpedo* for effective service against the enemy, and make out requisitions to supply all needful articles.

The accounts of the officers and crew now on board will remain with the paymaster who has them; the accounts of the officers and men who may be assigned to her from the squadron will remain with the vessels to which they may be attached.

I am, respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag Officer James River Squadron.

First Lieutenant IVEY FOREMAN, C. S. Navy,
Ironclad Fredericksburg.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, regarding the fitting of a boat howitzer on the C. S. S. Torpedo.

FLAGSHIP VIRGINIA,
James River Squadron, November 18, 1864.

SIR: In obedience to your instructions of the 17th instant, I have received for use, temporarily, in the squadron the C. S. S. *Torpedo*, with her officers and men, a list of whom is herewith annexed.

She has a boat howitzer mounted on a field carriage; it requires to be properly fitted, for which purpose she will have to be sent to Richmond to report to the Chief of Ordnance and Hydrography and to arrange her armament in such manner as the Navy Department deem proper, and to receive on board her ammunition.

I have assigned Lieutenant Walter R. Butt to the temporary command of the *Hampton* during the absence of Lieutenant Commanding J. S. Maury at the hospital sick, and Lieutenant I. Foreman to the command of the *Torpedo.*

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Dept., Richmond, Va.

Order of Flag-Officer Mitchell, C. S. Navy, to a board of officers, for a reconnoissance in Cox's Ferry Reach and vicinity, to observe obstructions and batteries of the enemy.

FLAGSHIP VIRGINIA,
James River Squadron, November 19, 1864.

GENTLEMEN: Be pleased to visit Howlett's to-morrow, if the weather be suitable, and make a careful reconnoissance of the condition of affairs in and contiguous to [Cox's] Ferry Reach, noting particularly the present appearance and condition of the obstructions placed in it by the enemy, and so far as you can ascertain from observation and enquiry, the number and strength of his batteries.

The commandant of Battery Dantzler, Major Smith, will probably be able to inform you whether the enemy has been working at or doing anything to the obstructions recently; whether he keeps a picket force of barges or steamers employed at night, and the strength of his picket force on the banks of the river and how high up it is kept; also, whether his monitors visit the reach now or have done so for several weeks past.

In short, you will please obtain all the information you can in relation to the enemy and his operations in that vicinity, and report to me on your return in writing either jointly or separately.

In your reconnoissance you can be accompanied by one or two pilots, whom you may select. Your party will return by 7 or 8 o'clock p. m., if not sooner.

Should you deem it advisable, however, one of you may remain at Howlett's during the night for the purpose of making observations.

Endeavor to time your vist, if practicable, so as to be at Howlett's at low tide.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

First Lieutenant J. W. ALEXANDER.
First Lieutenant A. BARBOT.
First Lieutenant J. W. MURDAUGH.

Order of Flag-Officer Pinkney, C. S. Navy, to Lieutenant Gift, C. S. Navy, to prepare barge and crew for immediate service.

NAVAL COMMANDANT'S OFFICE,
Wilmington, November 20, 1864.

SIR: Launch the twenty-oared barge, which is hauled up in the navy yard, and carry her alongside of the *Tallahassee.*

Select a crew from your vessel of 18 men, and hold them in readiness for immediate service in the barge.

Very respectfully, your obedient servant,

R. F. PINKNEY,
Flag-Officer, Commanding.

Lieutenant GEORGE W. GIFT, Provisional Navy C. S.

[Telegram.]

[NOVEMBER 20, 1864.]

There is a large Yankee steamer on fire and standing in to the shore in the direction of Lockwood's Folly.

COLONEL HEDRICK.

Captain HARDEMAN,
Smithville.

Letter from Major-General Whiting, C. S. Army, to Flag-Officer Pinkney, C. S. Navy, urging readiness for cooperation against reported movements of the enemy.

HEADQUARTERS,
Wilmington, November 20, 1864.

FLAG-OFFICER: I have received information from my picket line that the enemy's troops sailed from Beaufort two days ago, the dispatch being dated the 19th instant. If this is reliable and the movement is intended for this place, they may be off here now, and prevented by the state of the weather yesterday and to day from making the necessary observations for landing. If the weather had been clear for the past fifty six hours and it be true that their troops have sailed, I should conclude that, as they have not appeared, the movement is intended elsewhere. Be that as it may, a short time will suffice to decide the point, and in the meanwhile I beg that you will hold your force ready to cooperate in the defense as far as possible. I shall have to ask your aid, should it be necessary to place the rope and other obstructions on the Rip. I will keep you informed.

Very respectfully,

W. H. C. WHITING,
Major-General.

Flag-Officer PINKNEY,
Commanding C. S. Naval Forces, in North Carolina, Present.

Order of Flag-Officer Mitchell, C. S. Navy, to Commander Rootes, C. S. Navy, to assume command of fire vessel.

FLAGSHIP VIRGINIA,
James River Squadron, November 21, 1864.

SIR: You will please take charge of the middle one of the three fire vessels lying aground on the south bank of the river opposite Chaffin's Bluff, and have her bottom and sides calked as well as practicable with the means available in the squadron, preparatory to her being sent to the navy yard for the purpose of calking such parts as can not be reached in her present position, and being refitted as a fire vessel.

You can call upon the gunboats for such assistance as they can render in furnishing calkers.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag Officer James River Squadron.

Commander THOS. R. ROOTES, Provisional Navy C. S.,
C. S. Ironclad Fredericksburg.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Shepperd, C. S. Navy, to assume charge of two fire vessels.

FLAGSHIP VIRGINIA,
James River Squadron, November 21, 1864.

SIR: You will please take charge of the two upper fire vessels on the south side of the river, one lying aground above and the other below the pontoon bridge at Chaffin's Bluff, and have their bottoms and sides calked as well as practicable with the means available in the squadron, preparatory to their being sent to the navy yard for the purpose of calking such parts as can not be reached in their present positions and being refitted as fire vessels.

You can call upon any of the gunboats for such assistance as they can render in furnishing calkers.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieut. Commanding F. E. SHEPPERD, Provisional Navy C. S.,
Commanding C. S. Ironclad Virginia.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Wharton, C. S. Navy, to assume charge of fire vessel.

FLAGSHIP VIRGINIA,
James River Squadron, November 21, 1864.

SIR: You will please take charge of the lower one of the fire vessels lying aground on the south bank of the river opposite Chaffin's Bluff and have her bottom and sides calked as well as practicable with the means available in the squadron, preparatory to her being sent to the navy yard for the purpose of calking such parts as can not be reached in her present position and being refitted as a fire vessel.

Any assistance you may require from other vessels of the squadron will be rendered on your application, if in their power to render it.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant A. D. WHARTON, Provisional Navy C. S.,
Commanding C. S. Ironclad Richmond.

Orders from the Secretary of the Navy to Commander Maffitt, C. S. Navy, appointed to command the blockade runner Owl.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, November 25, 1864.

SIR: In addition to the orders heretofore given on the 14th and 19th of September last with reference to the command of the *Owl*, the following orders will also be observed:

Before leaving port you will station your crew for the different boats of the steamer, having placed in them water and provisions, and also nautical instruments. When capture, in your judgment, becomes inev-

itable, fire the vessel in several places and embark in the boats, making for the nearest land.

The Department leaves to your discretion the time when and the circumstances that must govern you in the destruction of the *Owl* in order to prevent her falling into the hands of the enemy.

You will obtain the best engineer officers and pilot and make the vessel as thoroughly efficient as practicable for the service in which she is engaged.

No passengers will be received on board without the authority of the Department.

You will request the Government agents in Nassau and Bermuda to require of each steamer that leaves each place with a small cargo to bring in for this Department a certain amount of coal, to be delivered to Mr. Peters or his agent on arrival.

On your arrival in a Confederate port you will furnish Mr. William H. Peters, special agent at Wilmington, with duplicate vouchers of your expenses of each trip, with the view of equalizing and governing the expenses of all vessels which will come under the charge of this Department; and you will be careful to avoid all unnecessary expenditures, and will regulate them with a view to rigid economy consistent with efficiency.

You are authorized to employ the services of a clerk, whose duties will be to receive and deliver the cargoes and also attend to the accounts of the steamer, all of which will be approved by you before being submitted to Mr. Peters.

You will confer freely and fully with Mr. Peters.

[S. R. MALLORY,
Secretary of the Navy.]

Commander JOHN N. MAFFITT, Provisional Navy C. S.,
Wilmington, N. C.

Letter from Flag-Officer Mitchell, C. S. Navy, to Constructor Graves, C. S. Navy, withholding approval of plan for the protection of C. S. S. Richmond against torpedo attacks.

FLAGSHIP VIRGINIA,
James River Squadron, November 26, 1864.

SIR: The following endorsement has been made on the proposed plan* of Lieutenant Wharton to protect the ironclad *Richmond* from torpedo attacks:

The within plan for protecting the *Richmond* from attacks of the enemy by percussion torpedoes may prove effective if combined with the outrigger and log system adopted for the *Virginia*, but alone it will not prove sufficient, in my opinion. Besides, it will retard the speed of the vessel and interfere with her working more, and, should it become desirable, the vessel could not be cleared of the protection without great delay. The time required for its preparation in drilling through 5 inches of iron and the great amount of labor would alone forbid its adoption at this time, when it is so important to have the vessel ready for service. Entertaining these views, I can not approve its adoption.

I am, very respectfully, your obedient servant,
JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Constructor GRAVES,
Navy Yard, Richmond, Va.

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* See page 764.

Report of Flag-Officer Mitchell, C. S. Navy, regarding false report of the removal of obstructions by the enemy.

FLAGSHIP VIRGINIA,
James River Squadron, November 26, 1864.

SIR: Having informed you, while on board of the *Virginia* to-day, of the report made to me last evening by Lieutenant Cenas, commanding Battery Semmes, that the enemy was removing his obstructions in Trent's Reach, I think it proper to inform you that after you left the vessel I received intelligence from Lieutenant Cenas that the report was not founded in fact.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, accepting the offer of torpedo boats for the squadron.

FLAGSHIP VIRGINIA,
James River Squadron, November 29, 1864.

SIR: Your communication of this date, relative to four engineers being ordered to the squadron and offering the torpedo boats immediately, has been received.

If you refer to the steam torpedo boats I shall be glad to have them as soon as possible, for I feel assured that in the present and approaching inclement season they will relieve our row picket boats of much arduous service and prove more efficient and useful in many respects.

If they are not fitted with torpedoes and for pulling four or six oars, I beg that it may be done at once.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Department, Richmond, Va.

Letter from Flag-Officer Mitchell, C. S. Navy, to Carpenter Meads, C. S. Navy, making enquiry regarding transportation of torpedo boats.

FLAGSHIP VIRGINIA,
James River Squadron, November 30, 1864.

SIR: Will you do me the favor to let me know whether you could prepare our small (steam) torpedo boats for transportation overland without disturbing their machinery or fixtures? I think that a light and sufficiently substantial cradle might be made for them, in which they could be placed and mounted on runners with four large wheels, and thus be transported without damage to machinery, etc., overland.

Your views on this subject will be thankfully received by

Respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Mr. JAMES MEADS,
Navy Yard, Rocketts, Richmond, Va.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding the loan of a boat for picket service.

FLAGSHIP JAMES RIVER SQUADRON, *November 30, 1864.*

GENERAL: I have the honor to acknowledge the receipt of your communication of this date in relation to a boat for picket service.

It will afford me pleasure to comply with the wishes of General Lee and yourself at all times, and I therefore send Passed Midshipman Scott, assistant ordnance officer of the squadron, to confer with you as to the kind of boat you want, how to be equipped, and whether you desire it manned and armed.

We have no suitable boats in the squadron to spare for any length of time, but I have no doubt of being able to procure such as you will probably desire from the navy yard without delay.

I have the honor to be, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major-General GEO. E. PICKETT, C. S. Army,
Headquarters, Chesterfield.

List of officers of Battery Buchanan for the month of November, 1864.

Rank.	No.	Name.
Lieutenant, commanding	1	R. T. Chapman.
First lieutenant and executive officer	1	G. H. Arledge.
First lieutenant	1	A. V. Wiatt.
Second lieutenant	....	R. A. Camm.
Second lieutenant	....	S. S. Gregory.
Assistant surgeon	....	W. W. Griggs.
Assistant paymaster	....	C. L. Jones.
Second lieutenant Marine Corps	....	J. D. B. Roberts.
Master	....	B. F. Shelly.
Passed midshipman	....	A. O. Wright.
Passed midshipman	....	W. K. Hale.
Master's mate	....	O. L. Jenkins.
Gunner	....	W. David.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Butt, C. S. Navy, to assume temporary command of the C. S. S. Nansemond.

FLAGSHIP VIRGINIA,
James River Squadron, December 1, 1864.

SIR: You will forthwith repair on board and relieve Second Lieutenant Thomas P. Bell in the command of the C. S. gunboat *Nansemond*, until Lieutenant Commanding Hays, now absent on account of sickness, shall return on board to duty, when you will resign the command to him and report forthwith to me for further orders.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

First Lieutenant WALTER R. BUTT, Provisional Navy C. S.,
James River Squadron.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Bell, C. S. Navy, to resume his duty on board the C. S. S. Fredericksburg.

FLAGSHIP VIRGINIA,
James River Squadron, December 1, 1864.

SIR: First Lieutenant Walter R. Butt has been ordered to relieve you in the command of the C. S. gunboat *Nansemond*. When relieved by him you will resume your duties on board of the ironclad *Fredericksburg* forthwith.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Second Lieutenant THOS. P. BELL, Provisional Navy C. S.,
Commanding C. S. Gunboat Nansemond.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, requesting a skiff for picket duty in the James River.

FLAGSHIP VIRGINIA,
James River Squadron, December 1, 1864.

SIR: General R. E. Lee has, through Major-General George E. Pickett, applied to me for "the use of a boat for the purpose of picketing the river from Fort Dantzler down toward the obstructions."

I have informed General Pickett that I will send him one, although I have none to spare from the squadron for any length of time. I have to request that you will direct that one be furnished from the navy yard for the purpose, or to replace any that may be sent from the squadron.

One of the large skiffs built for the squadron last summer will probably answer, and in most respects suit better the particular service and locality than the double-bank whaleboats.

Passed Midshipman Scott, whom I sent to General Pickett's headquarters last night to ascertain fully his wishes on the subject, returned without seeing the general, who was absent, but he learned from an aid that it was the purpose of the general to man the boat from Battery Dantzler whenever she was to be employed on picket service.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding delivery of skiff for picket duty and the placing of torpedoes.

FLAGSHIP VIRGINIA,
James River Squadron, December 2, 1864.

GENERAL: I have a boat ready, which will be delivered at any time you desire it, and, as Proctor's Creek is under the enemy's batteries, I suggest that the delivery be made at Kingsland Creek.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer, etc.

Major-General GEO. E. PICKETT, C. S. Army,
Headquarters, Chesterfield.

P. S.—Yours of this date, by the hand of Captain Symington, has just been received. The torpedoes, I believe, have not been placed (from Lieutenant Kennon's report), adverse circumstances preventing at the point first proposed. Another point is selected, where, I hope, he will meet with better success.

There is one electric battery down, which Captain Symington tells me you are aware of. It is the only one I know of below Chaffin's Bluff.

Respectfully, etc.

JNO. K. MITCHELL,
Flag-Officer.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding the delivery of a skiff and protection of torpedoes.

FLAGSHIP VIRGINIA,
James River Squadron, December 4, 1864.

GENERAL: In compliance with your request the rowboat prepared for picket service at Fort Dantzler was sent last evening to Kingsland Creek, where it was ready for delivery during the night, but, not being called for, it was brought back this morning for safe-keeping at this ship. It will be held in readiness for delivery at any time asked for.

Since my last note to you on the subject I learn that torpedoes have been placed in the river at Bishop's Bluff by Lieutenant KENNON, who has warned our patrol boats not to go below the landing at the bluff. I shall direct these boats to be particularly watchful to cooperate with your picket force to prevent the enemy from molesting the torpedoes, which he may attempt, especially as a preliminary step to any movements he may undertake up the river.

I am, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major-General GEO. E. PICKETT, C. S. Army,
Headquarters, Chesterfield.

Instructions from Flag-Officer Mitchell, C. S. Navy, to Lieutenant Wharton, C. S. Navy, regarding picket and patrol service.

FLAGSHIP VIRGINIA, *Sunday, December 4, 1864.*

The gunboats *Roanoke*, *Nansemond*, and *Drewry* will perform patrol service to night in the usual manner, except that they will not go below the ravine near Battery Semmes, and that the first boat down will, before starting back, await the arrival of the next boat, and so on successively, so that one boat will always be at that end of the beat. They are particularly enjoined to be vigilant in watching for and preventing any movements of the enemy in that vicinity, particularly for such as may show any purpose to remove our torpedoes.

The steam torpedo boat will be placed on picket duty to-night. She will be manned and armed from the guard vessel with 2 officers, 1 fireman or coal heaver, and 4 other good men, who will be sent on board of her at sunset. She will run independently of the picket and patrol boats as to time, commencing her trips at 6 p. m. from the guard vessel, and leaving her every two hours thereafter during the night. Great care must be taken, by running under low pressure and easy steam, to

make no noise, nor to show any light to attract the notice of the enemy, and to keep as close in to the south bank as possible with safety at all times. The torpedo will be kept in position when on picket service all ready for use, except filling with powder and taking off the safety cap. At 6:30 a. m. she will return to the flagship, and officers and men belonging to the guard vessel will be sent to her.

The usual picket service will be performed by a boat from each ironclad except the one having the guard duty for the day. The first boat will leave the guard vessel at 5:30 p. m., and the next at 6:30, after which at intervals of three hours.

The guard vessel will, on the receipt of this order, signal all other vessels to send an officer to take a copy.

Respectfully, etc.,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant A. D. WHARTON,
Comdg. C. S. S. Richmond, Guard Vessel,
James River Squadron.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Ordnance and Hydrography, regarding the preparation of floating torpedoes.

FLAGSHIP VIRGINIA,
James River Squadron, December 5, 1864.

SIR: I would respectfully suggest that floating torpedoes be prepared to be thrown overboard from vessels or boats that may be chased by the enemy, and if the suggestion be deemed worthy of adoption, I ask that this squadron be provided with a supply.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Commander JNO. M. BROOKE, C. S. Navy,
Office of Ordnance and Hydrography, C. S. Navy Department.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, regarding Second Assistant Engineer Bowman, C. S. Navy, in charge of torpedo boats.

FLAGSHIP VIRGINIA,
James River Squadron, December 5, 1864.

SIR: I have found Second Assistant Engineer Isaac Bowman in charge of the two torpedo boats recently sent down for service in the squadron.

As his services will continue to be required in this capacity, I have directed that his name be entered for subsistence upon the books of this ship.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
C. S. Navy Department, Richmond, Va.

Order of the Secretary of the Navy to Commander Maffitt, C. S. Navy, commanding blockade runner Owl, regarding the return cargo from Bermuda.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, December 5, 1864.

SIR: In anticipation of your being able to get out this morn, and fearing a letter would not reach you in time, I telegraphed you to-day to bring as part of your return cargo a portion of the clothing shipped to Bermuda to Major Walker, C. S. agent, by Paymaster Senac. Clothing is much required, and you will please, if practicable, divide the lot you bring so as to contain full suits of clothes, blankets, and shoes. If these articles have not arrived, bring in the lot of clothing shipped to Major Walker for Paymaster DeBree by Messrs. Girard, Gautherin & Co., of Paris, or a portion of it. It is desirable also that all articles for submarine purposes should reach us as early as practicable, and you will also take on board a portion of these articles.

Seventeen of the *Florida's* men have been landed at St. Georges and are now in charge of Major Walker. You will take them on board and bring them to the Confederate States, and also Midshipman Warren and Engineer Collier.

Upon your return you will please forward a list of the names of the *Florida's* men, their terms of enlistment, etc. Some of them may probably be known to you.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander JOHN N. MAFFITT, C. S. Navy,
Commanding Steamer Owl, Wilmington, N. C.

Letter from Major-General Whiting, C. S. Army, to Flag-Officer Pinkney, C. S. Navy, regarding the necessity of a combined command of the works on Federal Point.

HEADQUARTERS,
Wilmington, December 5, 1864.

I much regret that I have to place before you the accompanying report of Major Venable, assistant adjutant and inspector general, of circumstances* which took place night before last on Confederate Point, seriously implicating certain officers and men belonging to the naval detachment at Battery Buchanan. I beg that you will refer the report to Lieutenant Chapman, commanding that battery, for such explanation as he may have to make, and with directions to return the report of Major Venable. The most important circumstances in this untoward affair are the violation of forty-ninth article of war, and the very excited state of feeling brought about in the garrison of Confederate Point, so constantly on duty, day and night. But independent of the grave matter of this report as individually affecting any of the parties concerned, I am convinced that a divided command or responsibility can no longer be maintained on Confederate Point with safety to the place, which is the paramount consideration, or with regard to the best interest of both services. The position is too important, the responsibility of

* See diary of Colonel Lamb, p. 745.

Colonel Lamb, commanding Fort Fisher, too great, proper discipline and subordination too essential, not to require that absolute harmony of action which can only exist in a single command and which has been so disturbed. This was considered in the first instance, but I was in great hopes, in making the post a separate one, that no difficulty would obtain. As a part of and auxiliary to the defenses of Fort Fisher, as long as the naval detachment remains at Battery Buchanan, I must request you to direct the officer in charge to report for duty, through the colonel commanding Confederate Point, to the commanding general. I regret very much that the customary rules relative to service with the army on shore are now found necessary to be strictly adhered to. Except that, as a matter of course, the garrison of Battery Buchanan, as long as it is detached by you, is subject to your recall, it must hereafter be considered as in military service. As all action in the premises originated here, I hope that you and I can arrange this matter satisfactorily and without reference to Richmond.

Very respectfully, yours, etc.,

W. H. C. WHITING,
Major-General.

Flag-Officer PINKNEY,
Commanding Confederate Naval Forces, North Carolina, Present.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding Confederate obstructions in the James River.

FLAGSHIP VIRGINIA,
James River Squadron, December 7, 1864.

GENERAL: I have the honor to acknowledge the receipt of yours of this date, informing me that the enemy are crossing at Cox's Landing and laying down a pontoon, etc.

Lieutenant Kennon, C. S. Navy, reported on the 4th instant that he had placed seventeen spar torpedoes below Battery Semmes, extending from a point on the opposite shore, abreast of Bishop's Landing, to a point about 200 yards below on the same side of the river. They then approach this side of the river as far as the northern edge of the channel. He says that he could not lay them in the channel, as the poles were not long enough.

From his report I think they extend about half across the river from the north side.

There is also an electric torpedo of large size abreast of Battery Semmes in the channel. These are the only obstructions I know below or near Battery Semmes of our own. Your letter is the first authentic intelligence I received of the enemy's crossing the river below. Two hours ago a report to that effect reached [me], but it was not in reliable shape, and which I discredited, as Batteries Semmes and Wood, in the immediate vicinity, were silent.

As our torpedoes are now placed our ironclads can not go below Battery Semmes. I was awaiting the return from Battery Semmes of Lieutenant Shepperd, the commanding officer of this vessel, whom I sent there for information on which I would be able to know what disposition to make of my forces to act with effect against the enemy.

I shall, however, at once move down and cooperate to the best of our ability with the ironclads.

I am, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major-General GEO. E. PICKETT, C. S. Army,
Headquarters, Chesterfield.

P. S.—5 p. m.: I have just anchored with the *Virginia* at Bishop's; the other ironclads are following me.

Respectfully,

JNO. K. MITCHELL,
Flag-Officer.

Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant Kennon, C. S. Navy, making enquiry regarding a passage through the torpedoes in the James River.

FLAGSHIP VIRGINIA,
James River Squadron, December 8, 1864.

SIR: Will you do me the favor to let me know whether there is a passage for our ironclads or gunboats between the south bank and the seventeen torpedoes recently placed by you opposite Bishop's Bluff?

It may be desirable to pass below that point should there be much delay in completing your line of torpedoes across the river.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant B. KENNON, C. S. Navy,
Care of Office of Ordnance and Hydrography,
C. S. Navy Department, Richmond, Va.

Report of Flag-Officer Mitchell, C. S. Navy, regarding operations in the James River.

FLAGSHIP VIRGINIA,
James River Squadron, December 8, 1864.

SIR: Having been informed by General Pickett yesterday afternoon that the enemy had crossed a force at or near Dutch Gap to the south bank of the river, I at once moved down with the ironclads to a position opposite Battery Semmes and near the torpedoes lately placed by Lieutenant Kennon, where this vessel anchored about 5 p. m., the *Fredericksburg* and *Richmond* taking positions above in open order. Before and after reaching her anchorage this vessel was subjected to the well-directed fire of the enemy from his batteries on Signal Hill. Some heavy guns were used, probably from 100 to 200 pounder Parrotts. The ship was struck seven times, without serious injury; the torpedo wooden protection was struck and slightly damaged; the cap or musketry screen over the pilot house was knocked off with a 100-pounder Parrott. After firing some 30 or 40 shots this firing ceased as night closed in. It was replied to by Batteries Semmes and Brooke. Our vessels did not return the fire, as it could not be done with effect.

At 7 p. m. I visited Colonel Pryor, the senior officer at the lines between Batteries Wood and Semmes, from whom I learned that the

enemy's force was very small, had crossed in boats early in the morning, driving back our pickets, being assisted by a fire from their rifle pits on the north side, and that they occupy a position which can not be attacked to advantage by our troops. Batteries Wood and Semmes, not being able to see the exact position of the enemy, did not fire upon him; besides, there was danger of hitting our own pickets. Colonel Pryor apprehended no danger from an attack of the enemy on his lines, being well prepared for any force he could well bring against him. He was of the opinion that the ironclads could be of no service in operations against the enemy where they were and in any position which they could take, and that if they remained there until daylight they would be exposed to the fire from the numerous batteries of the enemy without being able to return it with effect or be of any service in cooperating with him. As this was my own opinion also, I returned near midnight to our anchorage below Chaffin's Bluff, requesting Colonel Pryor to notify me by signal the moment he thought the ironclads could be usefully employed in any way.

The impression seems to be that the present object of the enemy is simply to obtain a position on the south side to protect his working parties on the opening of the canal and that he does not intend to make an attack on Pickett's line.

A telegraphic dispatch from General R. E. Lee, requesting my cooperation, found me underway for the purpose.

This vessel and the *Fredericksburg* were enabled to move, with their torpedo defenses, without any serious difficulty. Of course their speed and working were very much impaired, but not to such a degree as to neutralize the benefits hoped to be derived from their protection. They would be liable to serious damage from shot in an action within effective range.

There were no casualties.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

P. S.—The *Richmond*, some time after dark, out of signal distance above me, fired one round at the enemy's battery, a useless and ill-advised display.

Respectfully, J. K. M.,
Flag-Officer.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Ordnance and Hydrography making suggestions regarding the placing of torpedoes.

FLAGSHIP VIRGINIA,
James River Squadron, December 8, 1864.

SIR: In answer to the annexed copy of a communication received yesterday from General Pickett I stated in substance that the only torpedoes in the river below Chaffin's Bluff were the seventeen lately placed by Lieutenant Kennon and one electric torpedo opposite Battery Semmes, and that these were the only obstructions I knew of to oppose the advance of the enemy by the river.

The same information was voluntarily communicated to him by me on the 4th instant, immediately after I received Lieutenant Kennon's report.

I make this communication for the purpose of suggesting that the officer charged with placing the torpedoes be instructed to keep the commanding officers of the land forces, as well as naval, advised of what may be done in placing torpedoes, upon which so much may depend in making his dispositions; also to suggest that great care be taken in placing them that they be not exposed on low tides, as one of those lately placed near Battery Semmes, I am informed by Lieutenant Bradford, C. S. Navy, is visible above the surface at such times.

From General Pickett's communication you will see that he thinks we have not "any time to lose."

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Commander JNO. M. BROOKE, C. S. Navy,
Office of Ordnance and Hydrography,
C. S. Navy Department, Richmond, Va.

Letter from Flag-Officer Mitchell, C. S. Navy, to General Lee, C. S. Army, responding to a request for cooperation.

FLAGSHIP VIRGINIA,
James River Squadron, December 8, 1864.

GENERAL: I had the honor to receive yesterday afternoon your telegraphic dispatch respecting cooperation with the army against the enemy below while I was underway for the purpose.

After my arrival at Bishop's with the ironclads I found that they were exposed to the fire of the enemy without being able to take a position to return it with effect or to cooperate with the army; indeed, Batteries Semmes and Wood, from their elevated positions, were silent from fear of endangering our own troops or being unable to see the enemy's forces that had crossed over.

After dark I conferred with Colonel Pryor, the senior officer at that point, who was of opinion that we could not at present be of any service and that remaining there during the day would only expose us uselessly to the fire of the enemy. Entertaining the same views, I returned during the night to our anchorage below Chaffin's Bluff, requesting Colonel Pryor to let me know whenever in his opinion I could cooperate with him to advantage, and that I would promptly do so.

I am, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

General R. E. LEE,
Commanding Army of Northern Virginia, Headquarters.

Order of Flag-Officer Mitchell, C. S. Navy, to Master Shippey, C. S. Navy, commanding C. S. S. Roanoke, to proceed to Richmond for repairs to that vessel.

FLAGSHIP VIRGINIA,
James River Squadron, December 8, 1864.

SIR: Proceed to Richmond and report to Commander R. G. Robb, commandant navy yard, Rocketts, for such repairs as are called for in the report of the board of survey, dated November 13, 1864, a duplicate of which was forwarded to the Office of Orders and Detail, and

for such others as are absolutely necessary and which may be duly authorized.

While absent from the squadron General Order No. 20, must be enforced strictly.

You will report your arrival at the navy yard, Rocketts, to the Office of Orders and Detail, transmitting to it at the same time a copy of these instructions.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Master W. F. SHIPPEY, Provisional Navy C. S.,
Commanding Gunboat Roanoke.

P. S.—4 o'clock p. m.: The *Torpedo*, I have just learned, is at Rocketts, temporarily disabled from an accident to her machinery. If required, you will take her place as the mail boat until relieved by the *Shrapnel* to-morrow morning.

Report to Lieutenant J. H. Parker for orders.

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, requesting additional officers and men for his command.

FLAGSHIP VIRGINIA,
James River Squadron, December 8, 1864.

SIR: I would respectfully renew the suggestion made some days since that 50 or 60 men, with about 12 officers, be attached to this command in addition to the regular crew of the vessels for the purpose of performing the picket service and manning torpedo rowboats that may be prepared in addition to those belonging to the vessels of the squadron.

These officers and men could be quartered on board of the lighters belonging to the *Virginia* and the *Richmond*, for which the former is now fitted.

For the want of sufficient men to man the squadron the system of borrowing and [lending] between the ironclads and gunboats has to be continued to meet the varied emergencies of calls for gunboats and ironclads. While this continues neither class of vessels can be kept in that efficient condition in which I desire to have them and which the occasion requires.

Although I feel assured that the Department is embarrassed for the want of men, I at the same time trust that it will not deem me importunate by occasionally reminding it of our wants, so that it may, when practicable, exercise a discrimination in favor of the James River Squadron should the general demand of the Navy admit of it.

I suggest that the whale rowboats at the navy yard, held in reserve, be fitted with torpedo arrangements on the plan suggested by Commander Brooke, and which I have adopted for a boat of the same kind belonging to this vessel.

The whole apparatus is simple and need not interfere with the use of boats for any other service.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail.

Report of Lieutenant Shepperd, C. S. Navy, commanding C. S. S. Virginia, regarding the operations of that vessel in view of the reported movement of the enemy across the river near Dutch Gap.

C. S. S. VIRGINIA,
James River, December 9, 1864.

SIR: I have the honor to report the operations of this ship on Wednesday, 7th instant, on the occasion of the report that the enemy had crossed from the north to the south bank of the river, in the vicinity of Cox's Mill.

Being absent myself on a reconnoissance to determine the condition of affairs on the lines opposite Dutch Gap, Lieutenant Alexander was left in charge of the ship. I did not return until after she had anchored abreast Battery Semmes.

Lieutenant A. reports that the ship got underway at 3:45 p. m. and anchored abreast Battery Semmes at 5:15 p. m.

While passing down Graveyard Reach the enemy's battery at Signal Hill opened upon her. The first shot fired struck the port curtain amidship and the shield above the water line.

The third shot (100-pounder Parrott) struck the top of the pilot house, pressing in the iron about an inch. After the ship came to and swung to the ebb tide another 100-pounder bolt struck the starboard knuckle about amidships and a foot below the water line, shaking the ship fore and aft, and thereby breaking many bottles of medicine in the dispensary. No other damage was done.

Batteries Brooke and Semmes kept up a rapid fire upon the enemy's battery, ceasing at dark.

The *Fredericksburg* and *Richmond* followed this ship down and anchored in line ahead in Graveyard Reach.

At 10:30 p. m. the three got underway and took up their old positions below Chaffin's Bluff and above the booms.

Very respectfully, your obedient servant,

F. E. SHEPPERD,
Lieutenant, Commanding.

Flag-Officer JOHN K. MITCHELL,
Commanding James River Squadron, C. S. S. Virginia.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Signal Corps, C. S. Army, acknowledging assistance rendered.

FLAGSHIP VIRGINIA,
James River Squadron, December 15, 1864.

MAJOR: I take pleasure in acknowledging the receipt of your communication of the 12th instant, and beg leave to thank you for your courtesy in enclosing a copy of Lieutenant Read's letter of the 11th, which I have read with much interest and satisfaction. Permit me also to thank you, in the name of the Navy, for the very valuable assistance afforded to Lieutenant Read, and believe me,

Very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major J. F. MILLIGAN, C. S. Army,
Chief of Signal Corps, Petersburg, Va.

Letter from Flag-Officer Mitchell, C. S. Navy, to the commandant, navy yard, Rocketts, regarding a fire vessel.

FLAGSHIP VIRGINIA,
James River Squadron, December 16, 1864.

SIR: I send up another fire vessel this afternoon in tow of the *Shrapnel*, being the second.

She has recently been used as temporary accommodations for the men employed in raising the *Gallego*, but owing to some mismanagement during the afternoon of the 15th, while placed in a position by Mr. Nelson to assist in raising the *Gallego*, her house was crushed in and is now a mass of ruins. She is very rotten and unfit for any service but as a fire vessel, for which she may still be used if made tight enough. It is desirable that the fragments of her house be saved and kept on board, to be burned with her when used as a fire vessel.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Commander R. G. ROBB, C. S. Navy,
Commanding Navy Yard, Rocketts.

Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant Parker, C. S. Navy, responding to a request for the services of a pilot.

FLAGSHIP VIRGINIA,
James River Squadron, December 17, 1864.

SIR: Yours of yesterday's date, asking for the services of a pilot temporarily, has just been received.

Messrs. Moore and Parrish are absent from the squadron on account of sickness, having been sent to the hospital.

We are short of pilots, and, as we are liable to be called upon suddenly to make a movement down the river at night, I am unwilling to let them leave the squadron, except during the day. Mr. Wood, a pilot of high reputation, says that the tide will serve for the *Patrick Henry* at 9 a. m. on Monday, which will be time enough to break ground.

I will send up in time on Monday morning, if not the evening previous, any one of the pilots you may select.

They are Messrs. Wood, Wright, Williams, and Barnes, of the first class.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant W. H. PARKER, C. S. Navy,
Comdg. School Ship Patrick Henry, near Rocketts, James River.

[Telegram.]

WILMINGTON, *December 18, 1864.*

A very large fleet, very formidable, under Porter, with very large land force, 20,000, under Butler, left Fortress Monroe on Friday to attack Wilmington. The advance squadron is already at Beaufort.

W. H. C. WHITING,
Major-General.

Governor VANCE,
Raleigh, [N. C.]

[Telegram.]

WILMINGTON, *December 18, 1864.*

The fleet left Old Point Friday for Wilmington, *Wabash* and *Colorado* in advance, painted white, with Confederate flag. Troops concealed under deck. Two double-enders, 11 ironclads, 5 torpedo raisers, 12 mortar boats, the remainder transports, there being 85 in all, and all steamers. The land forces to consist of 20,000 men under Butler, the naval forces under Admirals Lee and Porter; 10,000 land forces left Fortress Monroe at same time for New Berne.

W. H. C. WHITING,
Major-General.

Brigadier-General HÉBERT,
Smithville, [N. C.]

[Telegram.]

RICHMOND, [*December*] *19*, [*1864*].
(Received at Mobile, December 24.)

Congratulate you on your safe arrival. When ready to come on, regard this as an order to report to Department.

S. R. MALLORY,
Secretary of the Navy.

Captain R. SEMMES, C. S. Navy.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, regarding the transfer of Lieutenant Alexander, C. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, December 19, 1864.

SIR: I have this day detached First Lieutenant J. W. Alexander from this vessel and ordered him to the command of the gunboat *Beaufort*, which I request may be confirmed by the Department.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Dept., Richmond, Va.

[Telegram.]

WILMINGTON, *December 20, 1864—10 a. m.*

The head of the enemy's fleet arrived off this point last night. Over thirty steamers are now assembling and more are following.

B. BRAGG.

Colonel JOHN B. SALE,
Richmond, Va.

[Copies sent to the President, Secretary of War, and Adjutant-General.]

Proclamation of the Governor of North Carolina, calling all citizens to military duty for the defense of Wilmington.

Whereas the long-expected attack upon our only remaining seaport is now about to be made, and our State is also likely to be invaded at other points by an enemy to whom mercy and civilization are alike unknown and unregarded; and

Whereas all the organized forces of the State already ordered to the front may still be insufficient to roll back the tide which threatens us with worse than death, and to drive from our doors a fate horrible to contemplate:

Now, therefore, I, Zebulon B. Vance, governor of the State of North Carolina, relying upon the loyalty and devotion of her citizens, do issue this, my proclamation, commanding and adjuring all good people, whether by law subject to military duty or not, who may be able to stand behind breastworks and fire a musket, of all ages and conditions, to rally at once to the defense of their country and hurry to Wilmington; and I do appeal to every man who has the spirit of a freeman in his bosom, who has a spark of fire or a drop of the blood of the heroes of the great army of the great captain in his veins, to come and come at once. The man who hangs back now because the law does not compel him to go, and consoles himself with the much-abused and mean-spirited plea that he can be more useful at home, will find it hard to make us believe that he is not pleading the cause of cowardice or disloyalty. The country needs their help now, and that help must be given in the hour of distress, or they must own that their souls are only fitted to enjoy the freedom purchased with other men's blood. For a few days all men physically able are needed at the front, and especially do we need the example of all those who aforetime panted for the fray while it was yet at a distance, and snuffed the battle while it was yet afar off. Let every man physically able, then, hurry with his blanket to Wilmington, where arms and rations will be furnished, and let those left behind mount themselves and patrol their counties, looking after the women and children and preserving order. Your governor will meet you at the front and will share with you the worst.

Given under my hand and the great seal of the State.

Done at our city of Raleigh on December 20, 1864.

[L. S.]

By the Governor:

ZEBULON B. VANCE.

M. S. ROBINS,
Private Secretary.

Order of Major-General Whiting, C. S. Army, to Captain James, C. S. Army, to sink the steamer North Heath as an obstruction in New Inlet.

HEADQUARTERS,
Wilmington, December 21, 1864.

CAPTAIN: I wish you to take the disabled blockade-running steamer *North Heath* and, removing what is valuable on her and readily taken out, tow her to the New Inlet Rip to serve as an obstruction. You will be careful to have an experienced pilot to designate the best place to lay the ship. Great care should be taken to sink her in such a position as to make the channel impracticable, at the same time interfering as little as possible with the flow of the current. She must not be put

athwart channel, but with her stern and stem nearly with the flow of the tide. I think she could be placed just beyond the Rip so as to be a fixture and yet thoroughly to block the entrance. You will request the assistance of Lieutenant Chapman, commanding Battery Buchanan. I wish this executed at once. In addition you will take the river and log instructions which are ready and have Keith place them to completely block the Rip. Examine the old passage near Zeek's Island; that may need some work. Let Captain Kerrigan prepare his self-acting torpedoes, and as soon as the *North Heath* is placed put fifteen or twenty in the vicinity. Care should be taken not to interefere with the galvanic torpedoes laid down by Lieutenant Jones.

Very respectfully,

W. H. C. WHITING,
Major-General.

Captain JAMES,
Chief Engineer, Wilmington.

[First endorsement.]

Respectfully referred to the general commanding department for approval.

The measure is essential to the defense and has long been contemplated. There can be no security against the passage of fleets without obstructions, and no consideration should be allowed to interfere with the execution of the same. The major-general commanding the district and charged with the defenses of Wilmington would not consider it necessary to refer this measure, but would execute it at once, did it not require the approval of a department commander. The means proposed are the most ready, the most effectual, and the most easily got rid of when required.

W. H. C. WHITING,
Major-General.

[Second endorsement.]

OFFICE OF NAVAL CONSTRUCTOR,
Wilmington, December 21, 1864.

I consider the obstructions herein ordered to be essential to the security of the river.

R. F. PINKNEY,
Captain, etc.

[Third endorsement.]

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Wilmington, December 21, 1864.

Approved.
By order of General Bragg:

F. S. PARKER,
Major and Acting Assistant Adjutant-General.

Letter from Major-General Whiting, C. S. Army, to Flag-Officer Pinkney, C. S. Navy, regarding a vessel for obstructing New Inlet.

HEADQUARTERS,
Wilmington, December 23, 1864.

FLAG-OFFICER: The general commanding having declined to seize any British vessel for obstructing the Rip, can we have the *Chicka-*

mauga for that purpose, or the *Arctic?* I am not satisfied at all that the *Arctic* will answer as an obstruction, but she should be used if nothing else presents. If so, will you have her sent down to-day and properly anchored by Lieutenant Chapman. I greatly regret that I can not have any of the blockade-running steamers in a matter of such vital importance.

Very respectfully,

W. H. C. WHITING,
Major-General.

Flag-Officer PINKNEY,
Comdg. C. S. Naval Forces, North Carolina, Present.

Order of Major-General Whiting, C. S. Army, to Colonel Lamb, C. S. Army, enjoining a strict watch upon the movements of the enemy.

WILMINGTON, *December 23, 1864.*

Can you put a picket or lookout on the *Condor*, or can you have a boat-moving picket, in case of an attempt to run in? Am more afraid of that way of attack than any other. You should have your light battery placed before night for sweeping the beach from inside the breakers toward the Mound. I send reinforcements to-day and will get more to-morrow if you are all right to-night. Keep a good lookout. Depend upon it, the enemy will not try to pass [with] their fleet except the troops are in front and lead the way in the dark, when it would be easy.

W. H. C. WHITING,
Major-General.

Colonel LAMB,
Fort Fisher.

[Telegram.]

FORT FISHER,
December 23, 1864—4:30 p. m.

A lookout can not stay on *Condor* at high tide. I have no boat fit to picket the bar. The *Equator*, moving between Mound and bar, could prevent a surprise. Where is the bread which was to be sent? I have only a supply to 31st. Please send hard-tack.

LAMB,
Colonel.

Major HILL.

[Telegram.]

FORT FISHER, *December 28, 1864.*

The *Fry* is beyond the reach of the *Chickamauga*. She is entire. Four miles below the bar. It will not do to send her out. Please let Ward bring the governor and myself up to town. Answer at once.

W. H. C. WHITING,
Major-General.

Flag-Officer PINKNEY.

[Telegram.]

FORT FISHER, *December 28, 1864—7 p. m.*

I will go over to Smithville in *Chickamauga* and bring Captain Fry and people up to city. Your dispatch was misunderstood.

W. H. C. WHITING,
Major-General.

Flag-Officer PINKNEY.

Letter from General Bragg, C. S. Army, to Flag-Officer Pinkney, C. S. Navy, requesting cooperation in securing the cargo and machinery of the steamer Agnes Fry.

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Wilmington, December 29, 1864.

SIR: Information has been received that the cargo and machinery of the *Agnes Fry*, aground below Fort Campbell, can be saved, though the ship must probably be lost. I beg to request that you will cooperate with General Hébert with such means as may be at your disposal in securing the valuable property on board of this steamer.

I have the honor to be, sir, very respectfully, your obedient servant,

BRAXTON BRAGG.

Flag-Officer PINKNEY,
Wilmington.

Order of Flag-Officer Mitchell, C. S. Navy, to Second Assistant Engineer Bowman, C. S. Navy, to report for special service.

FLAGSHIP VIRGINIA,
James River Squadron, December 26, 1864.

SIR: Your offer to the Department as a volunteer "for particular special service" is accepted and you will report immediately to the Office of Orders and Detail for orders in person.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Second Asst. Engineer ISAAC BOWMAN, Provisional Navy C. S.,
C. S. S. Torpedo, James River Squadron.

[Same orders given to Third Assistant Engineer George McLaren, of the gunboat *Drewry*.]

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Shepperd, C. S. Navy, to assume command of the C. S. S. Hampton.

FLAGSHIP VIRGINIA,
James River Squadron, December 28, 1864.

SIR: You are hereby relieved from your orders to the *Fredericksburg* and will, on the 1st proximo, relieve Lieutenant J. S. Maury in com-

mand of the C. S. gunboat *Hampton*, who has been detached for other duty, to take effect on that day.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

First Lieut. Commanding F. E. SHEPPERD, Provisional Navy C. S.,
James River Squadron.

Report of Major-General Whiting, C. S. Army, regarding the distance of the U. S. monitors in bombardment of Fort Fisher.

HEADQUARTERS,
Wilmington, [N. C.,] January 1, 1865.

COLONEL: I return the report herewith with the correction, and my thanks for indicating the error. I have also taken the occasion to arrange the figures 1¼ [*sic*] to 1,500 yards in the estimate of the distance of the monitors the second day. This solely from examination of the sketch with soundings, which showed they might have come that near.

I am endeavoring to locate the fleet on the sketch, and if the general desires, will have a sketch made to accompany the report, showing the point of landing, etc.

Very respectfully, W. H. C. WHITING,
Major-General.

Lieutenant-Colonel A. ANDERSON,
Assistant Adjutant-General, Headquarters, Dept. of North Carolina.

Letter from Flag-Officer Mitchell, C. S. Navy, to Captain Mason, C. S. Army, requesting a supply of small chain.

FLAGSHIP VIRGINIA,
James River Squadron, January 3, 1865.

CAPTAIN: I am desirous of procuring about 1,600 feet of small chain to be used for our ironclads as protections from torpedo boats. All that was available at the command of the Navy Department has been sent to Wilmington, N. C., and I am thus under the necessity of applying to you to know if your Department can furnish me with the requisite quantity. Such chains as were used for cables of the vessels recently sunk on Kingsland Bar will be the appropriate size. If you have any to spare and will let me have it, it will do us a great service and much oblige.

Very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain CHAS. T. MASON, C. S. Army,
Drewry's Bluff.

Letter from Flag-Officer Mitchell, C. S. Navy, to commanding officer at Battery Semmes, regarding means for transmission of information.

FLAGSHIP VIRGINIA,
James River Squadron, January 4, 1865.

SIR: Yours of this date, communicating information of the operations of the enemy on the Dutch Gap Canal has been received, for which

I am much obliged to you, and thank you for your offer to keep me advised of everything that occurs of any importance.

Our patrol and steam torpedo picket boats visit our lower obstructions at Bishop's about every half hour during the night, which afford a ready means for the transmission promptly of any communication you may have to make. I beg that you will let the commanding officer of General Pickett's line in your vicinity know that I will be glad if he will avail himself of these means should he desire to communicate with the squadron or Chaffin's Bluff at any time.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant-Commanding W. L. BRADFORD, C. S. Navy,
Commanding Naval Batteries, Battery Semmes.

Report of Flag-Officer Mitchell, C. S. Navy, forwarding correspondence regarding obstructions on Kingsland Bar, James River.

FLAGSHIP VIRGINIA,
James River Squadron, January 5, 1865.

SIR: I have the honor to enclose herewith for the information of the Department a copy of the correspondence between Brigadier-General W. H. Stevens and myself respecting the obstructions in Kingsland Reach, James River, viz:

Brigadier-General Stevens to Flag-Officer Mitchell, December 31, 1864.*

Flag-Officer Mitchell to Brigadier-General Stevens, December 31, 1864.

Flag-Officer Mitchell to Brigadier-General Stevens, January 4, 1865.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosures.]

FLAGSHIP VIRGINIA,
James River Squadron, December 31, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of this date relative to the obstructions on Kingsland Bar.

As you express a desire for an early reply, I will at once state what appears to be the most material point to be reached, that I think it advisable to retain the obstructions.

Before the receipt of your communication this morning I sent on board of the steamer *Allison*, when she passed down with a flag of truce, three of our pilots, with instructions to note carefully the position of the sunken vessels and observe the current. Pilot Wood, in whom I have great confidence, reports that hulk No. 2, south of the buoy or channel, has slewed round so as to lie up and down the stream; that No. 4 has drifted about 50 yards down, and that the current was running through the channel gap at the rate of about 5 knots and setting nearly directly through. No difficulty was experienced in the pas-

* Not found.

sage of the *Allison*, and he expresses his willingness to undertake to run the ironclads through whenever an occasion shall arise for their operations below.

This desirable change in the set of the current through the passage or gap is perhaps due to the change in the positions of hulks Nos. 2 and 4, by which the water escapes more freely south of the channel, thereby lessening the force of the current and its deflection diagonally over to the north shore across the gap.

I shall, as soon as possible, reply more fully to your communication.

I have the honor to be, general,

Very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Brigadier-General W. H. STEVENS, C. S. Army,
Chief Engineer Army Northern Virginia,
Care of Capt. Chas. T. Mason, C. S. Engineer Corps, Drewry's Bluff.

FLAGSHIP VIRGINIA,
James River Squadron, near Chaffin's Bluff, January 4, 1865.

GENERAL: On the 31st ultimo I had the honor to reply partially to your communication of the same date, in which I expressed the opinion that it is desirable to retain the obstructions on Kingsland Bar. I also gave the result of the observations of three of our pilots on that day as to the condition of the channel and the change in the positions of two of the sunken hulks.

Having done me the honor to invite me to make any suggestions I can give on the subject, I would respectfully submit the following views:

As the set now of the current through the channel gap appears, from the report of the pilots, so nearly direct as to relieve them of any serious apprehensions in passing with our ironclads, the current is to be regarded more with reference to its velocity so far as it may operate against the return of our vessels above the obstructions after they may have passed below them. It has been in the two recent freshets so strong as to render it advisable for several nights not to send some of our gunboats below on patrol service for fear they would not be able to stem it on their return through the channel gap. It is, therefore, very desirable to avoid doing anything that would augment the current, if, indeed, we can not do anything to diminish it.

The bed of the river from the channel over to the south shore is rocky and so shallow and uneven as, at high tide at the ordinary stages of the river, to be impracticable for any of the enemy's formidable ironclads, and if during heavy freshets there should be a sufficient depth of water for them, they would be unable, in all probability, to stem the strong current that would be running down. Hence it appears to me to be unnecessary to place obstructions in that part of the river, for the reason that the current through the channel gap is thereby augmented and consequently restricts our own vessels in the use of it, in proportion to its velocity.

As it would be very difficult, if not impossible, under present circumstances to remove those hulks already sunk south of the channel, it is not proposed to make the attempt. I would, however, suggest that no more be placed there, but that the obstructions on the north side in the deep water be made as compact and as strong as practicable.

The enemy, with his large naval establishment and unlimited transportation, has, in all his expeditions against us, appeared in such overwhelming force as to render a successful resistance on the part of ours utterly out of the question, as witness his operations on the Mississippi from New Orleans up, and more recently at Mobile. Would he be likely to do less on the James in any naval enterprise he undertakes against us? Surely not, and we can never hope to encounter him on anything like equal terms, except from accident. It behooves us, therefore, to bring to our aid all the means in our power to oppose his monitors in any advance they may attempt up the river. The most reliable must be permanent obstructions of the character of those at Drewry's Bluff, and on Kingsland Bar, covered, of course, by heavy land batteries, with the adjunct of torpedoes in every possible way in which they can be made effective. Our own ironclads will be expected to take a part, not only in opposing the advance of the enemy, but held in readiness to move and act in any direction whenever an opportunity offers to strike a blow.

The obstructions of spars and torpedoes at Bishop's limit the operations of our vessels below to that point; above it, except in freshets, our ironclads may operate to prevent the enemy from crossing by means of pontoons and boats, exposed, however, to the fire of his land batteries, to the hazard of submerged torpedoes and small torpedo boats, which he will be able to place in the river whenever it may suit his purposes or plans.

These are considerations which must render, in a degree, the effective cooperation of our naval force unreliable where the enemy holds, as he now does, the north bank of the river below Chaffin's Bluff, to which must be added the ordinary difficulties of navigation in thick, dark weather.

The fact must not be overlooked that whatever we may be able to do to oppose the operations of the enemy on the river, he also will be able to do to oppose ours whenever he holds one bank; that with his immense resources he will certainly not be found behind us in his appliances, and that having the same or equal opportunities, with his superior means and invariable practice, we will always have to contend with a superior force; therefore my professional pride must yield to my professional judgment, by saying that our naval force alone is inadequate to oppose successfully that which the enemy will, in all probability, bring against us.

In conclusion, general, I have only to add that I am of the opinion that the obstructions in the channel (or on the bar) of Kingsland Reach should be retained, keeping a passage through them for our ironclads, but ready to be closed whenever it may be deemed expedient to do so.

As your communication contains views and wishes of General R. E. Lee on the subject, I beg that you will communicate to him such portions of my reply as you may think will interest or be acceptable to him.

I have the honor to be, general,

Very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Brigadier-General W. H. STEVENS,
Chief Engineer Army Northern Virginia, near Drewry's Bluff.

Instructions from Flag-Officer Mitchell, C. S. Navy, to Commander Rootes, C. S. Navy, regarding duties of vessels in connection with the raising of the schooner Gallego.

FLAGSHIP VIRGINIA, *January 5, 1865.*

SIR: I visit Richmond to-morrow on duty with the Department, and go up in the *Torpedo.*

The guard vessel, the *Richmond*, will commence to-morrow to take up her regular position above our booms at 8 a. m., where she will remain until next morning and will proceed by 7 a. m. to relieve the *Fredericksburg* at the pontoon bridge and take charge of the duties connected with the *Gallego.*

The *Fredericksburg* will proceed up the river early to-morrow and anchor just below the pontoon bridge by 7 a. m. She will furnish all the men and assistance required for the *Gallego* during the next twenty-four hours, and will be relieved by the *Richmond* when she comes off guard.

The *Virginia* will have the guard on Saturday, the 7th, and will, on Sunday, the 8th, relieve the *Richmond* at the pontoon bridge and attend upon the *Gallego.*

By this arrangement all the assistance required from the squadron will be furnished from one ironclad detailed and placed in a convenient position for the express purpose.

The *Drewry* is detailed to attend upon the *Gallego.*

During my absence please see that this arrangement is carried out.

The patrol vessels and picket boats, instead of leaving at the hour of 5:30 p. m., will commence their trips as soon after sunset as it may be dark enough not to be observed from the enemy's batteries.

Very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Commander THOS. R. ROOTES,
Commanding Ironclad Fredericksburg, James River Squadron.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Trigg, C. S. Navy, to proceed to Richmond for special duty under Lieutenant Kennon, C. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, January 12, 1865.

SIR: You will, with Midshipman Johnson, take charge of the 20 men detailed from the *Virginia*, *Fredericksburg*, and *Richmond* for special duty, and proceed to Richmond with all dispatch and report at the naval ordnance works to Lieutenant B. Kennon, Provisional Navy C. S.

The men are to be provided with two blankets each, no change of clothing, with fifteen days' rations, cutlass, and pistol, and two rounds of ammunition. The provisions will all be supplied from the *Virginia.*

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant DANIEL TRIGG, Provisional Navy C. S.

P. S.—Second Assistant Engineer Bowman is absent on detached service and passed Midshipman Hunter is at Battery Semmes, not under my command.

Respectfully, etc.,

J. K. M.,
Flag-Officer.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Bureau of Orders and Detail, regarding men for special service under Lieutenant Kennon, C. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, January 13, 1865.

SIR: In compliance with your order of the 11th instant, I sent yesterday in charge of Lieutenant Daniel Trigg, Midshipman Bartlett S. Johnson (volunteers), and 20 men from the squadron to report to Lieutenant B. Kennon at the naval ordnance works for temporary duty.

Your order said nothing about the equipment of the party beyond the fifteen days' rations, but at the request of Lieutenant Kennon they were furnished with a revolver and cutlass, each, and blankets.

Annexed is a list of the party sent from my command, and the names of the vessels to which they respectively belong.

The men were selected by Lieutenant Kennon to the extent he deemed proper.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE,
Office of Orders and Detail, Navy Department, Richmond, Va.

[Enclosure.]

List of officers and men sent from the James River Squadron, to report to Lieutenant B. Kennon, Provisional Navy C. S., at the naval ordnance works in Richmond, for temporary duty, in pursuance of orders from the Office of Orders and Detail dated January 11, 1865.

C. S. FLAGSHIP VIRGINIA,
James River Squadron, below Chaffin's Bluff, January 13, 1865.

Name.	Rank.	Vessels to which attached.
Daniel Trigg	Lieutenant	Virginia.
Bartlett S. Johnson	Midshipman	Do.
P. Judge	Coxswain	Do.
M. A. Tharpe	do	Do.
F. Severe	Seaman	Do.
N. Else	do	Do.
J. Driscoll	Landsman	Do.
J. McCarty	do	Do.
H. C. Cunningham	do	Do.
A. Lamphere	do	Do.
James Hannon	Ordinary seaman	Fredericksburg.
William Morris	do	Do.
William Patterson	do	Do.
J. B. McCann	Landsman	Do.
Ephraim Young	do	Do.
J. N. Collins	do	Do.
Silas Gaskill	do	Do.
J. K. Wilson	do	Do.
J. J. Joynes	Quartermaster	Richmond.
Charles Sumners	Quarter gunner	Do.
Richard Johnson	Captain of hold	Do.
F. A. Ober	Landsman	Do.

Respectfully submitted by your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE,
Office of Orders and Detail, Navy Department, Richmond, Va

Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant Wharton, C. S. Navy, naming volunteers for special service under his command.

FLAGSHIP VIRGINIA,
James River Squadron, January 13, 1865.

SIR: The following officers and men attached to this squadron having volunteered for temporary special service under your command, you are hereby authorized to call upon their respective commanding officers for them, whenever you may require their services, viz:

Lieutenant R. R. Stiles, C. S. ironclad *Richmond;* Third Assistant Engineer E. J. Dunigan, C. S. ironclad *Richmond;* Charles Skinner, landsman, C. S. ironclad *Richmond;* J. J. Culbertson, landsman, C. S. ironclad *Fredericksburg;* Thomas Nelson, ordinary seaman, C. S. ironclad *Fredericksburg;* M. Domat, landsman, C. S. ironclad *Virginia.*

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

First Lieutenant A. D. WHARTON, Provisional Navy C. S.,
Richmond, Va.

Order of Flag-Officer Mitchell, C. S. Navy, to a board of officers, for the examination of Kingsland Bar.

FLAGSHIP VIRGINIA,
James River Squadron, January 14, 1865.

GENTLEMEN: Be pleased to make a careful examination as soon as practicable of the obstructions on Kingsland Bar and report to me in writing any changes you may discover in the location of the sunken vessels, and buoy the channel, sounding, etc.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant Commanding F. E. SHEPPERD.
Lieutenant Commanding W. R. BUTT.
Lieutenant Commanding W. H. WALL.
Pilot EDWARD MOORE.
Pilot SAMUEL WOOD.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, regarding transfers of command.

FLAGSHIP VIRGINIA,
James River Squadron, January 14, 1865.

SIR: I have temporarily transferred Lieutenant F. E. Shepperd from the command of the gunboat *Hampton* to the command of the ironclad *Fredericksburg* during the absence of Commander T. R. Rootes, sent to the hospital to-day.

I have also temporarily transferred Lieutenant J. D. Wilson from the ironclad *Virginia* to the command of the C. S. gunboat *Hampton.*

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Department, Richmond, Va.

Letter from Flag-Officer Mitchell, C. S Navy, to Brigadier-General Alexander, C. S. Army, regarding torpedo boats in Proctor's Creek.

FLAGSHIP VIRGINIA,
James River Squadron, January 15, 1865.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 7th instant, suggesting the stationing of torpedo boats in Proctor's Creek. I feel gratified at the interest thus manifested in the operations of our forces, and shall always be glad to receive any suggestions that may occur to you at any time.

I some time since had all the boats belonging to the squadron that are suitable fitted for the torpedo service, and ascertained that Proctor's Creek, in all probability, is a place well suited for the purpose of making an assault upon the enemy under certain circumstances, or retreating from him as might be advisable.

It is very desirable that nothing be done, or even said openly of our intentions, so that the enemy may remain in ignorance. The success of such schemes depends chiefly upon their secrecy.

If I shall have men enough to spare from our vessels to man the torpedo boats in the event of the enemy's vessels moving above Bishop's, the disposition suggested will be made if advisable under the circumstances then existing. I doubt very much, however, the vessels of the enemy ever coming up that far so long as we hold the south side of the river and can use the batteries we now have in position.

I am, general, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Brigadier-General E. P. ALEXANDER,
Headquarters Artillery, First Corps.

Report of Flag-Officer Mitchell, C. S. Navy, regarding the effects of freshets on the obstructions in the James River.

FLAGSHIP VIRGINIA,
Chaffin's Bluff, January 15, 1865.

SIR: The freshet having nearly subsided, I have the honor to report that the squadron rode it out without sustaining any damage.

The small vessels were of service in securing the military pontoon bridge at this place that broke adrift on the 11th, which, but for their aid, would, in all probability, have been swept below and beyond our reach.

The booms placed by the squadron across the river just above Kingsland Creek were mostly carried away, but the logs swung around and remain on the north shore, and will probably be all recovered.

The obstructions of booms or logs placed by the army at Bishop's, I am informed, broke apart, but the logs are safe, having swung around and lay along the bank of the river.

An examination made to-day of the obstructions on Kingsland Bar shows that several of the sunken hulks have been moved, but the water is too high and the current too strong to ascertain fully the changes that have taken place. The examination will be continued when the condition of the river will admit of it. Satisfactory knowledge has been obtained that there is no danger to our vessels passing through the channel gap.

The duty of patrolling and picketing the river below Kingsland Bar was partially interrupted when the freshet was at its height, on account of the passage at night being deemed too hazardous for the gunboats. This service is now resumed as usual.

The effect of the freshet upon the *Gallego* appears to have been advantageous. She now lies in a more favorable position for being raised, and as the steam pumps will be ready for operation by to-morrow's low tide, it is hoped that this annoying and vexatious service will be terminated; the more seriously felt as the whole trouble was brought upon us from the want of a little foresight in failing to leave a watch on board of her at the time of her sinking.

I learn from Major Smith, commanding Battery Dantzler, that the hawser or line above the enemy's obstructions in Trent's Reach is carried away, and that the vessel sunk in the south channel has been carried down about 300 yards. Further changes may have taken place, which will probably be disclosed when the river subsides to its ordinary level.

I have the honor to be, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Lieutenant Read, C. S. Navy, regarding the effects of freshet on the obstructions in James River.

DREWRY'S BLUFF, VA., *January 15, 1865.*

SIR: The net which was stretched across the river above the obstructions in Trent's Reach is gone. The schooner which was sunk in the old channel, on the south side, has drifted down several hundred yards. The vessel which was nearest the north shore has been drifted ashore abreast of her old position. The two vessels on each side of the north channel have lightened up by the stern; their entire sterns are out of the water; their bows are under the water. There is no vessel to be seen in the north channel.

Very respectfully, your obedient servant,

C. W. READ.

Flag-Officer JNO. K. MITCHELL, C. S. Navy,
Commanding James River Squadron.

Letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, regarding the favorable conditions for an attack upon the enemy in James River.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, January 16, 1864[5].

SIR: Since our interview I have heard nothing from you as to the enemy's obstructions in Trent's Reach, of which you thought you would be able to learn the condition. From Lieutenant Read I learn that the hulk which lay across the channel and the net also have been washed away, and I think it probable that there is a passage through the obstructions. I deem the opportunity a favorable one for striking a blow at

the enemy, if we are able to do so. In a short time many of his vessels will have returned to the river from Wilmington and he will again perfect his obstructions. If we can block the river at or below City Point, Grant might be compelled to evacuate his position. I can place additional officers and men at your disposal, should you require them for this great enterprise.

I hope you will be able to ascertain the condition of the obstructions and of your ability to force your way through them with reasonable certainty, and with such reasonable certainty as will justify this movement.

Should you move against the enemy, you will, of course, appreciate the importance of preventing the discovery of your design until its execution, and you will advise General Lee of your movements as well as the Department.

I regard an attack upon the enemy and the obstructions of the river at City Point, to cut off Grant's supplies, as a movement of the first importance to the country and one which should be accomplished if possible.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Flag-Officer JOHN K. MITCHELL, Provisional Navy C. S.,
Commanding Naval Forces, James River.

Report of Flag-Officer Mitchell, C. S. Navy, regarding plans for inspecting the condition of the enemy's obstructions.

FLAGSHIP VIRGINIA,
James River Squadron, January 16, 1865.

SIR: I had the honor to receive to-day your communication of this date.

Since the interview to which you refer the freshet and the stage of the moon have rendered impracticable the examination proposed of the enemy's obstructions. The condition of the river now, however, is such, or in a day or two will be favorable, as well as the stage of the moon, for making it.

Lieutenant Shepperd promptly volunteered for the service, and, although suffering from a bad cold, left to-night and will be at Howlett's to morrow ready to avail himself of the first favorable condition of the river, weather, and other circumstances to make a careful examination, which can be satisfactory and reliable only by visiting the very spot.

Lieutenant C. W. Read informs me of the carrying away of the net above the obstructions and the shifting of some of the vessels. He does not state how or from whence these observations were made, but I presume they were not made on the spot, but from some point in our lines, and therefore too far to form a safe basis for calculation, though it may for speculation, as to other changes. Nothing but an actual inspection can be depended upon.

Although much in want of officers, I have this day transferred temporarily to Battery Brooke a master's mate from the squadron to relieve Master's Mate Matherson, who volunteers to visit the obstructions him-

self at the instance of Lieutenant C. W. Read, who has confidence in his abilities to discharge the service satisfactorily.

Should information be obtained that the passage of these obstructions is practicable, I shall gladly incur all the other hazards that may attend the proposed enterprise that promises, if successful, such bright results to our cause.

Since you have offered to place additional officers and men at my disposal, if I require them, for this great enterprise, I would strongly urge the necessity of doing it at once, as this squadron is not efficient as to the number and quality of its officers and men, nor can it ever be so long as there is a constant change going on, and our best men picked out for other duties and their places left vacant or, when filled, supplied with raw recruits. To expect favorable results from the squadron in any encounter with the enemy, the crews should be kept full and be long enough on board to be properly drilled. To throw recruits or new men on board just on the eve of battle, to contend with thoroughly equipped and disciplined forces, is to put to hazard the reputation of the service and the public interest. I therefore earnestly request that, if the calls of the service permit, the personnel of the squadron be at once placed on a proper war footing and so maintained without any further changes that may not be indispensable. I particularly request that the men detailed for duty with Lieutenant Kennon and those at the batteries belonging to the squadron be returned as soon as possible. In this connection, I would invite your attention to a communication to the Office of Orders and Detail of the 10th instant, and one of the 13th instant, enclosing a copy of one to me from Lieutenant Commanding Dunnington on this subject.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Brigadier-General Hébert, C. S. Army, regarding the operations of the enemy.

FORT ANDERSON, [*January*] *18, 1865—5:40 p. m.*

The enemy seem to have landed at Battery Lamb and burned quarters; have sent a detachment to meet them. One vessel off Battery Lamb and only one more apparently inside the Rip by New Inlet. The telegraph line between Sugar Loaf and myself is broken. At 10 o'clock this morning it is reported that enemy landed at Smithville in small boats and took possession. Small-arms firing heard in direction of Sugar Loaf. I have no communication from General Hoke. Last information received from Colonel [C. H.] Simonton is that he was moving to this point on the Georgetown road. I have received to-day the Twenty-seventh South Carolina Regiment. I have visited Major-General Hoke to-day. I can not assist him nor can he assist me. I will await your orders or act in emergency.

LOUIS HÉBERT,
Brigadier-General.

Colonel ARCHER ANDERSON.

[Telegram.]

SUGAR LOAF, [N. C.], [*January*] *18, 1865.*

The enemy seem to fear getting on torpedoes. I wish very much we could get some in the river. The explosion of one would keep the others out.

R. F. HOKE,
Major-General.

Colonel ANDERSON.

[Endorsement.]

I have telegraphed him we are sending Lieutenant Jones down.

A. A.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail regarding the floating of the schooner Gallego.

FLAGSHIP VIRGINIA,
James River Squadron, January 19, 1865.

SIR: I beg leave to state for the information of the Department that the schooner *Gallego* was gotten afloat last night and was this morning returned to Captain Charles T. Mason, C. S. Engineer Corps, stationed at Drewry's Bluff.

I have the honor to be, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Department, Richmond, Va.

[Telegram.]

SUGAR LOAF, [N. C.], [*January*] *19, 1865—2:25 p. m.*

There are no steamers here. The enemy's boats inside the Rip, and seem to be moving up their infantry.

R. F. HOKE,
Major-General.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

SUGAR LOAF, [N. C.], *January 19, 1865—2:45 p. m.*

The enemy, I think, will attack with their boats from the river and sea, and then move upon us with infantry. Masonboro should be carefully looked to.

R. F. HOKE,
Major-General.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

SUGAR LOAF, [N. C.], *January 19, 1865.*

I am inclined to think the enemy will fight to-day.

R. F. HOKE,
Major-General.

Colonel ANDERSON.

[Telegram.]

FORT ANDERSON, *January 19, 1865—12 m.*

Some five vessels of enemy are inside and apparently moving to attack. Major-General Hoke just left me to return to Sugar Loaf.

General HÉBERT.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

FORT ANDERSON, [N. C.], *January 19, 1865—6 p. m.*

The fleet has not yet advanced from Battery Lamb. Firing still going on east. Heavy artillery firing slowly. No change in the fleet below.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON.

[Telegram.]

FORT ANDERSON, [N. C.], *January 19, 1865—3 p. m.*

One small vessel of the fleet came up the river to within about 1½ miles of the fort, and is returning to the fleet off Battery Lamb. No doubt she was reconnoitering. Colonel Simonton, with his command, has just reported.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

FORT ANDERSON, *January 19, 1865—3:15 p. m.*

The fleet inside are now apparently moving up.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

FLAGSHIP VIRGINIA,
James River Squadron, January 20, 1865.

Can I have the temporary services of Boatswain Gauley for a special purpose? No one else will answer.

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE,
Office of Orders and Detail.

[Telegram.]

FLAGSHIP VIRGINIA,
James River Squadron, January 20, 1865.

I want 14 lieutenants and masters, 10 midshipmen or master's mates, 3 boatswains, 2 carpenters, and 120 men.

JOHN K. MITCHELL,
Flag-Officer.

Captain S. S. LEE, C. S. Navy,
Navy Department.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major Milligan, C. S. Army, requesting reliable information regarding the disposition of the enemy's force in the James River.

FLAGSHIP VIRGINIA,
James River Squadron, January 20, 1865.

MAJOR: I am desirous of obtaining information as to the number and disposition of the enemy's ironclads, gunboats, armed transports, torpedo boats, and vessels generally on the James, and therefore request that you will favor me with all the reliable information you have and may obtain from time to time on the subject, which [you] may feel at liberty to communicate.

It may be of great importance to us to obtain the information asked for, and your compliance with the request will greatly oblige,

Very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Major JAMES F. MILLIGAN,
Signal Corps, Petersburg, Va.

[Telegram.]

FORT ANDERSON, *January 20, 1865—5:45 a. m.*

Things are still quiet up to this time. I expect, however, that the fleet will move up to-day. I most respectfully desire to say that if they chose to steam by I have not the means to stop them. In that event I would like to have some directions as to my after course.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

SUGAR LOAF, *January 20, 1865—10 a. m.*

Two more deserters have come in. Their statements all agree. No reinforcements have arrived, but have been sent after. All of their ironclads and monitors have gone to Charleston. A magazine exploded in Fort Fisher and killed and buried 400 of their men. I heard the explosion. They are very much afraid of torpedoes. We should fill the river with them.

R. F. HOKE,
Major-General.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

FORT ANDERSON, *January 20, 1865—1:35 p. m.*

All quiet up to this hour. Fleet inside still laying near and below Battery Lamb. I have sent an officer to investigate about ironclads or monitors, and will report as promptly as possible.

LOUIS HÉBERT,
Brigadier-General.

Colonel ARCHER ANDERSON,
Assistant Adjutant-General.

Unofficial letter from the Secretary of the Navy to Flag-Officer Mitchell, C. S. Navy, urging immediate operations against the enemy.

RICHMOND, *January 21, 1865.*

DEAR SIR: Though still very ill, my anxiety about your proposed movement constrains me to write thus to you. I have just sent a dispatch informing you that I expect you to start to-morrow. I do this because convinced that the enemy must learn your design and may defeat it, and because I regard the service which I am so solicitous about as of the utmost interest to our cause. You have an opportunity, I am convinced, rarely presented to a naval officer, and one which may lead to the most glorious results to your country. I deplore that you did not start immediately after the freshet, and have deplored the loss of every day since. I send Commander Wood to confer as to details, and to tell you what Captain Lee is doing for you, etc. You will, I trust, start to-morrow, and may Heaven make you and your squadron an instrument for the invigoration of our great cause. With my prayers for your success,

I am, very truly, respectfully, your obedient servant,

S. R. MALLORY.

Flag-Officer JNO. K. MITCHELL.

Would it not be well to give Read the command of all the small torpedo boats? I mean the three smallest.

S. R. M.

[Telegram.]

CHAFFIN'S BLUFF, *January 21, [1865].*
(Received 10:30 p. m.)

SIR: I send this dispatch just received at 9 p. m.

JNO. MCINTOSH KELL,
Commander, Provisional Navy C. S.

Flag-Officer JNO. K. MITCHELL,
At Mrs. Booker's Corner, Twelfth and Clay streets.

Your movement is being delayed fatally, I fear. Unless you act at once action will be useless. I regret you did not come up to-day and advise me of your plans in detail, but you must not delay your movement to see or confer with me; you have fully my general views and wishes, and you must act at once. I expect you to move to-morrow. Lieutenants Minor, Goodwyn, and Graves, the two masters Smith, on torpedo service, Master Williamson, and Lieutenant Read and his party have been ordered to report to you.

S. R. MALLORY,
Secretary Navy.

Flag-Officer JNO. K. MITCHELL, C. S. Navy,
Commander Naval Forces, etc., near Chaffin's Bluff.

[Telegram.]

RICHMOND, *Saturday, January 21, 1865.*

I purpose moving to-morrow (Sunday) night down the river to effect, if possible, the passage of the obstructions in Trent's Reach. I have not time to visit you, and would therefore be glad to meet on board of the flagship or at Drewry's Bluff any officer whom you could appoint to meet me, to give me your views and wishes as to my cooperation with the army down the river in the event of our being successful. I would be glad also to arrange for any cooperation which General Pickett may be able to afford against the enemy's pickets in Trent's Reach as a preliminary measure to my movement to-morrow night.

JNO. K. MITCHELL,
Flag-Officer.

General R. E. LEE.

Letter from Flag-Officer Mitchell, C. S. Navy, to Lieutenant Minor, C. S. Navy, regarding boat howitzers for the C. S. S. Torpedo.

FLAGSHIP VIRGINIA,
James River Squadron, January 21, 1865.

SIR: I am desirous of having one or two heavy boat howitzers mounted on board of the *Torpedo* with all dispatch. If you have two, you would oblige me by obtaining the sanction of the Office of Ordnance and Hydrography and having them mounted. If you have none, one of those on board of the *Virginia* could be transferred for the occasion, and there would be nothing more required than preparing the circle or deck for its reception on her forecastle.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieutenant R. D. MINOR,
Commanding C. S. Naval Ordnance Works, Richmond, Va.

Letter from Flag-Officer Mitchell, C. S. Navy, to the commanding officer at Battery Dantzler, regarding the examination of torpedoes planted by Lieutenant Kennon, C. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, January 21, 1865.

MAJOR: Boatswain Gauley accompanies a party of 8 men, in charge of 2 officers, for the purpose of raising for examination, etc., a portion of the torpedoes planted by Lieutenant Kennon opposite your battery. You would do me a great favor by giving Mr. Gauley all the information and facilities at your command necessary for the execution of his instructions.

I am, major, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major F. W. SMITH,
Commanding Battery Dantzler, Howlett's.

[Telegram.]

FLAGSHIP VIRGINIA,
Sunday, January 22, [1865].

If Mr. Gauley has not removed the torpedoes in the channel way at Howlett's, please tell him for me to get to work immediately and have them taken up by sunset; that it must be done, if possible, and without the loss of a moment.

Please inform me yourself by signal of the progress he makes and whether the torpedoes have been disturbed by the freshet.

JOHN K. MITCHELL,
Flag-Officer.

Major SMITH,
Commanding Battery Dantzler, Howlett's.

[Telegram.]

FORT ANDERSON, *January 21, 1865—10 a. m.*

'Tis now so foggy that nothing of the fleet can be observed from this point.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON,
Assistant Adjutant-General.

Letter from Major-General Pickett, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, regarding proposed cooperative movement against the enemy in James River.

HEADQUARTERS PICKETT'S DIVISION, *January 22, 1865.*

SIR: I have the honor to acknowledge receipt of your telegram of yesterday. It will be necessary for me to be here in person during the day or I should come up to see you. I, however, send Major Charles

Pickett, my adjutant-general, who will give you in detail the plan I propose about the pickets. I will also instruct the batteries, together with what field artillery I can bring to required point, to concentrate on any of the enemy's batteries which might annoy you. Should you suggest anything else in which I can be of use, please inform the major and I will gladly adopt your idea.

I have communicated with General Lee, asking his instructions as to any ulterior move, should you be successful, which I have no doubt you will.

Please let me know at what hour you propose commencing your movements. Mine must correspond with yours—i. e., mine should be completed about the time you pass Battery Dantzler.

I am, sir, very respectfully, your obedient servant,

G. E. PICKETT,
Major-General, Commanding.

Flag-Officer J. K. MITCHELL,
Commanding James River Squadron.

Letter from Flag-Officer Mitchell, C. S. Navy, to Major-General Pickett, C. S. Army, regarding enforced postponement of cooperative movement.

FLAGSHIP VIRGINIA,
James River Squadron, January 22, 1865.

GENERAL: I deeply regret that the foggy weather will prevent our moving down to-night, or, at least, our beginning it in time to reach the obstructions in Trent's Reach at the proper stage of the tide for passing them, if found practicable.

To-morrow night, if the weather is sufficiently clear for the pilots to see their way, our movement will be made, and I will be glad to have your cooperation as agreed upon for to-night.

The arrangement for to-night of a courier at Battery Semmes to communicate intelligence of our passing that point will, I hope, be continued to-morrow night.

I am, general, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Major-General GEO. E. PICKETT, C. S. Army.

Order of Flag-Officer Mitchell, C. S. Navy, to Acting Master Smith, C. S. Navy, regarding Boatswain Gauley, C. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, January 22, 1865.

SIR: You will forthwith relieve Boatswain T. Gauley, in charge of Semmes Submarine Battery.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Acting Master G. W. SMITH, Provisional Navy C. S.

Order of Flag-Officer Mitchell, C. S. Navy, to Acting Master Smith, C. S. Navy, to assume temporary command of the C. S. S. Torpedo.

FLAGSHIP VIRGINIA,
James River Squadron, January 22, 1865.

SIR: You will forthwith proceed on board of the C. S. S. *Torpedo* and relieve Lieutenant T. P. Bell in the command of that vessel during his sickness.

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Acting Master P. W. SMITH, Provisional Navy C. S.

[Telegram.]

FORT ANDERSON, *January 22, 1865—1:30 p. m.*

The fleet apparently stopped about one-half or three-quarters of a mile this side of Battery Lamb, in all some seventeen armed vessels, none that can be called ironclads. All have steam up. There seems to be large number of troops collected at the extreme end of Confederate Point. No change reported yet on land on this side of the river.

LOUIS HÉBERT,
Brigadier-General.

Colonel ARCHER ANDERSON,
Assistant Adjutant-General.

[Telegram.]

FORT ANDERSON, *January 22, 1865—4:30 p. m.*

At 2 p. m. one vessel of enemy moved up nearer and fired seven shots at Fort Anderson, apparently 100-pounder Parrott shells. One struck warehouse at landing. In response we fired six shots at her from 12-pounder Whitworth. The vessel has now retired to the position of the fleet.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

FORT ANDERSON, *January 22, 1865.*

At this hour (7:15 p. m.) all is quiet. I have not been able to ascertain the number of troops which the enemy may have landed on west side of river. No force of consequence is at Battery Lamb. It is supposed about 1,000 men are at Smithville. The enemy may throw forces over at any time with the facilities and protected positions of their fleet.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON,
Assistant Adjutant-General.

Report of Major Smith, C. S. Army, regarding readiness of the batteries for protection of vessels when passing through Trent's Reach.

HEADQUARTERS BATTERIES,
January 22, [1865]—5:30 p. m.

SIR: I have received no official notification that there would certainly be any movement on your part to-night.

I have arranged everything in the event of your coming down, and will open upon any boat or battery which fires upon you.

Unless you think it will be best, otherwise I will not open till you are fired upon, as I presume that you wish to be unnoticed as long as possible.

Very respectfully,

FRANCIS W. SMITH.

Flag-Officer MITCHELL.

Letter from Major-General Pickett, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, requesting a signal after passing the obstructions.

HEADQUARTERS PICKETT'S DIVISION, *January 23, 1865.*

SIR: I have the honor to state that perceiving a detachment of the enemy approaching from the gap [Dutch], I sent a staff officer immediately asking you to throw a party of marines on north bank for a few minutes till I could send some of my men to occupy the ground. I supposed the intention of the enemy was to find out your exact position, to annoy you with sharpshooters, and to enable their guns to get your bearing. I will hold the other bank (opposite) so as to keep them off.

Please be kind enough to tell me at what hour you will probably go down, and what signal you will make after getting through the obstructions.

I am, sir, your obedient servant,

G. E. PICKETT,
Major-General, Commanding.

Flag-Officer MITCHELL,
Commanding James River Fleet.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Hudgins, C. S. Navy, to report for duty on the C. S. S. Richmond.

FLAGSHIP VIRGINIA,
James River Squadron, January 23, 1865.

SIR: You are hereby detached from the C. S. ironclad *Virginia* and will be pleased to report to Commander J. M. Kell, Provisional Navy C. S., for duty on board of the *Richmond.*

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

First Lieutenant A. G. HUDGINS, Provisional Navy C. S.,
Flagship Virginia.

[Telegram.]

FORT ANDERSON, *January 23, 1865—8 a. m.*

All quiet. No change since last night. I suspect some additional troops have been landed at Smithville.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

FORT ANDERSON, *January 23, 1865—12 m.*

Fog partially cleared up. Fleet seems to be the same. Some have steam up.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON.

[Telegram.]

FORT ANDERSON, *January 24, 1865—7 p. m.*

All quiet to this time. Fleet consisted, as far as could be seen from here, of 13 armed steamers inside, 6 between the bar and Rip, 2 schooners and 3 small tug steamers inside, and 7 schooners between the Rip and bar. The tug steamers are actively plying in and out and to Confederate Point. I have noticed no movements of troops to-day. In the forenoon to-day the enemy's pickets only extended on the telegraph road 2 miles. This side of Smithville on the river beach, however, they extend higher up toward Battery Lamb. I have not been able to discover the presence of any large force at Smithville yet. An officer sent out to-day may give me more correct information to-night concerning the fleet.

LOUIS HÉBERT,
Brigadier-General.

Lieutenant-Colonel ANDERSON.

[Telegram.]

FORT ANDERSON, *January 24, 1865—7:40 p. m.*

The officer sent below to-day has just reported he visited Battery Lamb and finds that the enemy have destroyed everything there. He reports 14 armed vessels inside and 6 between the Rip and bar, none of them ironclads. Also, 3 schooners inside, apparently transferring ammunition to steamers. Between the Rip and the bar, 7 schooners of the same kind. No movements of troops anywhere reported to-day.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON.

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Graves, C. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, January 25, 1865.

SIR: You are hereby detached from temporary duty in the squadron under my command and will resume your former duties.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag Officer James River Squadron.

First Lieutenant C. J. GRAVES, Provisional Navy C. S.,
Flagship Virginia.

[Same order given to Lieutenant Goodwyn, Lieutenant Read and party, to Master Williamson, and Masters P. W. and G. W. Smith.]

[Telegram.]

[FORT] ANDERSON, *January 25, 1865—7 p. m.*

The fleet still lies about same position and consists of 13 gunboats, the flagship, 1 single-turreted monitor, 2 blockaders, and 3 schooners, all inside. Outside are 7 schooners and 4 steamers. There have been no movements on Confederate Point. I have no information from Smithville, and all is thus far quiet.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON,
Assistant Adjutant-General.

[Telegram.]

FORT ANDERSON, *January 26, 1865—8:15 a. m.*

No change in the fleet can be seen from here, except an increase of 2 schooners inside. Two of the gunboats seem to be raising steam.

LOUIS HÉBERT,
Brigadier-General.

Colonel ANDERSON.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, transmitting report of Lieutenant Shepperd, C. S. Navy, commanding C. S. S. Fredericksburg.

FLAGSHIP VIRGINIA,
James River Squadron, January 27, 1865.

SIR: I have the honor to forward, for the information of the Department, the annexed copy of the report * of Lieutenant Commanding F. E. Shepperd, giving the particulars of the melancholy disaster to the steam picket boat *Hornet* by collision with the steamer *Allison*, which resulted

* Not found.

in the drowning of Lieutenant Æneas Armstrong and the sinking of the boat.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Dept., Richmond, Va.

Order of Flag-Officer Mitchell, C. S. Navy, to the commandant navy yard, Rocketts, regarding the fitting of torpedo pole on the C. S. S. Roanoke.

FLAGSHIP VIRGINIA,
James River Squadron, January 28, 1865.

SIR: I respectfully request that you will have a torpedo pole fitted for the *Roanoke*, with a socket and long jaws, in the same manner as they are fitted by Mr. Graves on the small torpedo boats.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Commander R. G. ROBB, C. S. Navy,
Commanding Navy Yard, Rocketts.

Letter from Flag-Officer Mitchell, C. S. Navy, to the Chief of the Office of Orders and Detail, requesting the services of Carpenter Meads, C. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, January 29, 1865.

SIR: I have to request that you will send down Mr. Meads, or some other suitable person, to examine the ironclad *Fredericksburg*, which leaks very badly.

I have the honor to be, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain S. S. LEE, C. S. Navy,
Office of Orders and Detail, C. S. Navy Department.

Order of Flag-Officer Mitchell, C. S. Navy, to Passed Midshipman Peters, C. S. Navy, commanding C. S. S. Richmond.

FLAGSHIP VIRGINIA,
James River Squadron, February 1, 1865.

SIR: Report immediately to Lieutenant C. W. Read, Provisional Navy C. S., at Drewry's Bluff, for temporary special duty.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Passed Midshipman J. A. PETERS, Provisional Navy C. S.,
C. S. Ironclad Richmond.

[Same order given Passed Midshipman H. H. Scott, Acting Master's Mates W. McBlair and J. T. Layton, and to Pilots E. C. Skinner and James Turner.]

[Endorsement.]

Orders similar to the foregoing have this day been issued to Second Assistant Engineer A. J. Schwartzman, to Third Assistant Engineers J. W. Tomlinson, T. J. White, W. H. Hardy, and H. Ahern, and to First-class Firemen J. Daly, M. O'Connel, Edward Linton, J. A. Libert, and Patrick Murphy.

JOHN W. DANIEL,
Flag-Officer's Secretary.

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* Formerly A. D. Vance.

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